

REMOVAL
The Inveravish Floral Company
have moved from 35 Fort St. to
39 GOVERNMENT ST.
H. J. W. BRIDGMAN, - - - Manager.

The Daily Colonist.

WELLINGTON and COMOX
HOUSEHOLD
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VOL. LXXXII.—NO. 103 VICTORIA B. C. SATURDAY OCTOBER 7 1899 FORTY-SECOND YEAR

THE BEST IN THE WORLD.

CUT GLASS

A new shipment of cut glass made by the holders of the grand prizes at all the chief expositions in the world. These goods are most beautiful, and along with any new sterling silver goods make an assortment that cannot be improved on to select presents from.

Challoner & Mitchell,
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BUILD ..YOURSELF UP FOR WINTER..

BY USING

VIN MARIANI.

A PERFECT TONIC.

HUDSON'S BAY COMP'Y

WHOLESALE DISTRIBUTING AGENTS.

Many Questions

About the purity of our goods. Do you know that everything we keep is PURE? Do you know that everything we keep is the BEST? Do you know that we are giving more goods for less money than any other grocer in town?

7 lbs. American Rolled Oats..... 25c.
Finest Creamery Butter..... 25c. lb.
Finest Dairy Butter..... 20c. lb.
Golden Blend Tea..... 40c. lb.
Our Blend Tea..... 20c. lb.
Our Coffee at 40c lb. cannot be equalled

Dixie H. Ross & Co.

IMPORTANT NOTICE.

Purchasers at yesterday's sale who have not yet called for their goods are requested to do so before four o'clock, as we require all available room for another large consignment of furniture.

HERBERT CUTHBERT,
Leading Auctioneer.

Mining Shares.

We believe the following to be good investments at current prices.

NOBLE FIVE.
DARDANELLES.
ATHARASCA.
ENCHEQUER.
VAN ANDA.
LOVE FINE CON.
(Republic).
CAMP MCKINNEY MINES.
(Granite & Banner.)

Quotations on application at our office.

H. Guthbert & Co.
Mining Brokers & Co.
17 Trousseau Ave. - Victoria, B.C.

AUCTION

THE CITY AUCTION MART,
(73 and 73½ Yates Street.)

Under instructions from Mr. Lewis and others, I will sell by public auction as above on

Friday, October 6th, at 2 p.m.

a quantity of household furniture, comprising in part: Four cook stoves; heaters; parlor, bedroom, dining room furnishings; sewing machine; book-case; mattresses; toilet sets; chairs; pictures; lamps; Dominion organ in excellent condition; and numerous other items.

At the commencement of sale, good, general purpose horse. Terms: Cash.

W. JONES, Auctioneer.

Come Along Everybody

—WITH YOUR—

*** FREIGHT FOR DAWSON ***

We are open to receive freight for Dawson and way ports. We have carried most of the freight to Dawson this year, and without any accidents. We will ship freight from Lake Bennett until October 15th, and possibly later. We get the goods through and in good shape. Call and see us before looking elsewhere. It will pay you. All sizes of scows, barges and boats for sale at our Lake Bennett Mills.

The Victoria-Yukon Trading Co., Ltd.
Head Office: 34 Broad Street. Mills At: Lake Bennett. Stores, Etc.: At Dawson.

CEMENT

—FOR THE MILLION.

Ex Langdale and other ships.

ASK FOR PRICES.

R. P. Rithet & Co., Limited.
Sales Telephone 111. General Offices 4.

Picture Frames of all kinds...

In stock and made to order,
AT LOWEST PRICES.

J. W. MELLOR, - 76-78 FORT STREET

HOUE'S STRAIGHT CUT CIGARETTES

MANUFACTURED BY

B. Houde & Co., Quebec.

Are Better Than The Best.

Wholesale at B.C. Jobbing Co., 31 Store St. Victoria

LADIES:—

We have something good in Scissors and Shears (warranted).

GENTLEMEN:—

Our Razors and Shaving Materials are guaranteed. Full instructions given as how to use at

Fox's 78 Gov't St.

Telephones

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The Victoria & Esquimalt Telephone Co., Ltd., is now installing telephones

CUSTOMS SALE.

I am instructed by A. R. Milne, Esq., C. M. G., Collector of Customs, to sell at public auction at the appraiser's bonded warehouse, Customs building, Victoria,

Monday, October 9 at 11 a.m.

Abandoned, Seized and Unclaimed Goods

Including 820 CASES OF SCOTCH WHISKY, WINE-MAKING MACHINERY, and a LARGE ASSORTMENT OF GENERAL MERCHANDISE. Whisky will be sold in bond and offered in two lots. Samples can be seen at my office any day prior to the sale. Wine-making machinery to be seen at the outer wharf.

Terms: Cash.

WM. T. HARDAKER,
Auctioneer.

FOR SAINT MICHAEL'S

—THE—

SS. ALPHA

Will Leave Vancouver

ON SUNDAY, OCTOBER 8th.

For St. Michaels, last chance this season. For freight and passenger rates apply A. H. B. MCGOWAN, Camille street, Vancouver; or, J. D. WARREN, Manager, 36 Fort street.

The company reserve the right of changing this time table at any time without notification.

Hay! Hay!!

Just received, a fine lot of new Island Hay, Timothy and Clover.

SYLVESTER FEED CO., LD.
Telephone 413. City Market.

Conservative Convention.

Declares for Party in Provincial Affairs and Offers a New Platform.

Eight Hour Law Endorsed— State Owned Railways a Radical Feature.

From Our Own Correspondent.

New Westminster, Oct. 6.—To-day the Liberal Conservative convention by a standing vote unanimously adopted the platform which has been under discussion for the past two days. It was shortly after six o'clock when the session thus ended.

The number of the delegates was increased to-day by the arrival of John Latimer, A. Broekie and H. Harris of Langley, and C. W. A. Lang of Peachland.

The convention decided to abide by the decision arrived at last year to run the next provincial general election on Dominion party lines and though naturally there was a divergence of views expressed, the discussion was essentially a friendly one and not a harsh word or heated argument was used.

The eight hour law and the government ownership of railways were other important subjects discussed. These matters occupied a great part of to-day.

The resolution in the platform favoring aid in the importation of white female servants, supports a step that it is expected will replace Asiatic servants with white girls.

The meeting was very hearty in its adoption of the resolution regretting that the Dominion government did not intend to send a Canadian contingent to South Africa, some gentlemen venturing the suggestion amid laughter that since Premier Laurier had been lately appointed an honorary colonel, he might think it incumbent upon himself, if Canada sent troops, to take up his Saskatchewan musket or the sword of his uncle and go along too.

The assemblage rose to its feet and cheered lustily when the resolution of congratulation to Sir Charles Tupper was carried.

Mining Shares

Shares Sold for the Week:

In Roseland.....	434,000
In Spokane.....	274,000
On Toronto Mining Exchange.....	270,000

And about the same number sold on the Standard Mining Exchange in Toronto.

2000 WINNIPEG.....	31
2000 NOBLE FIVE.....	27
2000 VAN ANDA.....	8
2000 FONTENAY.....	17
5000 I. X. L.....	10
5000 RATHMULLEN.....	89
CARIBOO, Camp McKinney.....	120
DARDANELLES.....	13
100 MOUNT SICKER (Lenora).....	485

For other quotations call at our office. List your stocks with us.

A. W. MORE & Co.,
Stock Brokers
86 Government Street.

Boers Made A Mistake

Deluded Into Belief That British Would Not Engage in War.

Commandant Politely Warns Enemy to Look Out for His Approach.

Dash for Pretoria Would End Short Campaign—Kaffirs Now Looting.

By Associated Press.

London, Oct. 7.—The Daily News this morning asserts that an army corps will be mobilized to-day.

A despatch from Mafeking announces that Commandant Cronje of the Boer forces has been promoted to the rank of General and is massing 6,000 Boers with artillery near Ramathlabama, north of Mafeking. The despatch adds that General Cronje has sent a message to the camp of the Imperial troops that he will cross the border at the first shot fired in Natal.

LOOTING BY KAFFIRS.

Johannesburg, Oct. 6.—Thousands of natives have invaded the town and today the authorities decided to march them under escort out of the country. Last night two natives entered a clothing store kept by a Jew and stabbed the proprietor in the neck, severing his windpipe. The Jewish storekeepers in the East Rand have been murdered by natives and the Kaffirs are raiding all the places where they think liquor is stored. The war commission acting under the government's instructions, will to-day issue advice to shopkeepers to remove the barricades they have erected, on the ground that the government's guarantee of protection ought to be sufficient.

WOULD BE SHORT WAR.

New York, Oct. 6.—The Tribune publishes the following from its Paris correspondent: Mr. John Hays Hammond, the American civil engineer connected with leading South African mining companies, who returned from the Cape two months ago, is now passing a few days at Paris. The appreciation of the situation in the Transvaal expressed by Mr. Hammond in conversation with the Tribune correspondent is of interest as showing how war with the Boers is regarded by an observant representative American enjoying the advantage of unsurpassed knowledge of the facts enabling him to thoroughly grasp the situation. As to the justice of war, Mr. Hammond did not wish to express an opinion, but when asked whether the war would be a short or long one said: "It will be a short war, ending with the capture of Pretoria, after which the Boers will recognize the futility of further fighting. The Boers to-day are not as formidable fighters as they were fifteen years ago. For example, their enormous advantage in marksmanship over the British troops no longer exists, because game to any extent has disappeared. The Boers have no experience in shooting moving objects. A few old Doppers are still good shots, but they are fast dying out. Moreover the British Lee-Metford rifle with its remarkably flat trajectory puts Tommy Atkins quite on an equality with the Boers so far as marksmanship is concerned. "Quasi friends of the Boers," continued Mr. Hammond, "deluded them into the belief that Great Britain would not resort to war in any event, and unfortunately thereby provoked a spirit of opposition to the British demands, resulting in the present diplomatic impasse, which I fear makes war inevitable. "Encouraged by the present weakness of the British garrisons, the Boers evidently hope to occupy strategic points, and by rapidly assuming the offensive, forestall the British army."

Mr. Hammond thinks there is no danger of the conflict developing into a war of races because the Boers, especially the generation now attaining manhood, have commercial instincts and are fond of making money. They are altogether more enlightened than the old Doppers, with their dog-in-the-manger exclusiveness. Mr. Hammond feels confident that the British will have reason to respect each other more after a war.

MR. MORLEY'S FEARS.

London, Oct. 6.—Addressing a peace meeting at Cannon this evening Mr. John Morley asked the country to realize the predicament to which it had been brought by unhappy diplomacy and the belated councils of the war press and the war party. "If President Kruger had accepted the franchise proposal of September 8 with reliance upon the convention of 1884, he would have been planted behind diplomatic entrenchments which by fair and reasonable means could not have been forced. Even after the refusal there was still room for a friendly settlement, but just as the Transvaal made a mistake our government capped it by withdrawing the franchise proposals."

Mr. Morley dwelt upon the moderation and reasonableness of the recent speech of the Duke of Devonshire, which proved that Great Britain did not desire to interfere with the Transvaal's independence. The speaker said he had always pressed the urgency of the Transvaal meeting Great Britain. He dwelt upon the eventual danger of having at a strategical post like the Cape a dissatisfied population held down by force of arms and said he failed to see why the Transvaal and Great Britain were unable to come to terms. Mr. Morley spoke derisively of the talk of a pan-African conspiracy in South Africa.

AN AVENUE TO PEACE.

London, Oct. 6.—Sir Henry Campbell Bannerman, speaking at Maidstone today at a luncheon specially arranged to give the leader of the opposition in the House of Commons an opportunity of expressing the views of official Liberalism regarding the Transvaal crisis, said

(Continued on Second Page.)

FIRE ON THE PRAIRIES.

Grass So Dry That Flames Spread Rapidly—Van Horne's Hay Land Swept.

Winnipeg, Oct. 6.—Dense clouds of smoke indicate prairie fires southwest and north of the city. The fires are probably running in the marshes where the grass is rank. The grass and the other dead vegetable matter are now so dry that they make good food for the flames. Some stacked hay has been burned in St. Charles and Rosser districts.

Thirty employees of Sir William Van Horne on his Selkirk farm are out beating back the fires. Several hundred acres of Sir William's hay land has been burned over.

WHY CANADA SENT NO TROOPS

Liberal Patriots Snub Suggestion Because Made by Tory Officers.

From Our Own Correspondent.

Ottawa, Oct. 6.—The cabinet is now sorry it did not offer a contingent for service in South Africa. The matter was discussed in council to-day and probably in a few days Sir Wilfrid Laurier will toe the mark. Meanwhile the government organs are adding to its difficulties. The Free Press has been instructed to say that the suggestion to send a contingent to South Africa is the result of a wave of cheap enthusiasm and snacking of party politics.

ANTICOSTI'S FRENCH LORD.

Czar Menier, having been refused exclusive fishing rights in the waters around Anticosti, now asks for exclusive rights to lobster fishing. Mr. Belliveau, inspector for St. Lawrence fisheries, has reported on the matter to the government. Many Nova Scotians take lobsters in Anticosti waters. Strong protests are being made against granting Menier's request.

NOTES.

The despatch travelling in the American press, about a wonderful find of gold, silver and lead in Hudson Bay district, is a gross fabrication, designed to catch unwary investors.

Sir Wilfrid Laurier and party left for Chicago this afternoon via Montreal.

A carnival here during the coming winter is talked of.

THE STRIKING MACHINISTS.

Their Idleness Has Not Yet Affected Operations of the Railway.

Winnipeg, Oct. 6.—(Special)—The C. P. R. machinists' strike still continues without any apparent change on either side. There has been no demonstrations in connection with the matter. Manager Whyte stated to a reporter that matters were running on as smoothly as usual and that the amount of traffic had not been diminished in the least degree. The company are not worrying about the matter and the operations of the road will go on as usual. About three hundred cars per day are going out.

INSURGENTS FIGHT AGAIN.

But Shelled From One Post and Driven by Infantry From Another.

Manila, Oct. 6.—Gen. Fred. Grant with five companies of infantry and a band of scouts advanced from Imus this morning, driving the insurgents from the entire west of the Imus. Three Americans were wounded.

Two companies with the scouts crossed the river at Big Bend and advanced westward in the direction of Binacayan road, the insurgents firing volleys, but retreating. Twenty Filipinos, about midway between Baceor and Cavite Viejo; they were routed and six killed. The battery of the 5th artillery made an effective sortie about a mile south of Baceor and shelled the west bank of the river at close range. That bank is now held by the Americans.

VICTIM OF GAS.

Sarnia, Oct. 6.—Mrs. Emily Smith, an aged lady of Port Elgin, who was on her way to Duluth to visit her daughter, was found dead in bed in her room at the Belchamber house yesterday. The gas was turned on.

THE SCOTSMAN.

Halifax, Oct. 6.—A representative of the London Salvage Company has left Halifax on the steamer Glover for the scene of the Scotsman wreck.

Go to Duncans Sunday and enjoy a bicycle ride in the country. Round trip 50 cents. Bicycles free.

NEW LIGHT and BETWEEN THE ACTS

ALL TOBACCO CIGARETTES

10c.—PER PACKET OF TEN—10c.

Harry L. Salmon,
VICTORIA, B.C.
"THE CORNER."

A Port on Lynn Canal.

One Year Lease to Canada Part of Alaskan Modus Vivendi.

Should Be Made Permanent But American Senate Would Not Consent.

Admitted to Be British Right But Washington Powerless to Make Concession.

By Associated Press.

New York, Oct. 6.—An evening paper published the following from Washington regarding the Alaskan boundary: "The state department is informed from London that the British foreign office has ratified the Alaskan provisional boundary line as agreed upon by Secretary of State Hay and Mr. Tower, British charge d'affaires. The agreement was submitted to the British foreign office about six weeks ago for ratification, without which it would not be operative. "The most important commercial and political consideration in the Hay-Tower modus vivendi is that it carries with it the agreement that Canada will be granted a lease for one year of a port on the Lynn Canal. This concession has already been shown to be unpopular in the West and Northwest, so that if it be made a part of any proposed final agreement it will probably be rejected by the senate. The state department has already come to two definite conclusions as to the manner in which the final agreement may be reached. The conclusions are:

"1st. By a remission of the delimitation of the line to the joint high commission, its conclusion be subject to the ratification by the senate.

"2nd. By a court of arbitration whose functions will be confined to three propositions as follows: (a) The United States will draw and submit its final line to the court; (b) Great Britain acting for Canada will draw its final line and submit it to the court; (c) the court will hear argument and determine which of these lines it should adopt. This must be no compromise line.

"The state officials affirm that they are unwilling to submit so grave a question as the one involved to a court with unlimited authority to make compromises which would give Canada territory of Americans, or vice versa. The state department will not run the risk of such a decision as was reached in the British-Venezuelan arbitration.

"The court of arbitration will not be resorted to if Canada, England and the United States agree to remit the final boundary to the joint high commission. Its failure to agree induced Lord Salisbury and Col. Hay to assign to Col. Hay and Mr. Tower the duty of agreeing on a modus vivendi, subject to a ratification by the British foreign office.

"The fact that Sir Louis Davies, Canada's special commissioner, is now in London, is taken here to indicate that Canada has not only at last consented to the Hay-Tower convention, but that she has staked her chances for her principal claims on a board of arbitration or the joint high commission.

"From the attitude of at least two American commissioners it can be stated that if the high commission is reinvested with power to suggest the true line that line will not differ materially from the Hay-Tower line and the commission will say that Canada should have a port on Lynn Canal. In other words the provisional line and the temporary lease of a port will be made permanent.

"Such an agreement would undoubtedly be ratified by the British foreign office but it would not be ratified by the United States senate. The state department officials have in fact been already apprised of the fact that nearly all the Western and Northwestern senators are irretrievably opposed to surrendering to Canada sovereignty over any water or lands which are now and have been American territory since the purchase of Alaska in 1867."

MURDER AND SUICIDE.

Montreal, Oct. 6.—A Phillips, aged 65, shot a woman known as Mrs. Beaudry with whom he had been living on Sanguinet street this morning. He then turned the weapon upon himself with fatal results.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.

The People Should Decide.

Citizens' Meeting Expresses
This View on the Council's
Action of Monday

Port Angeles Ferry Proposal
Should Not Be Withheld
from Ratepayers

A. O. U. W. Hall was again the scene of a public meeting yesterday evening, the occasion being a call for an expression of civic opinion upon the refusal of the council to submit the by-law embodying the Port Angeles ferry proposition to a property owners' vote. Some half a dozen or more speakers took the platform, and each and all affirmed the principle that in such an issue the people should be left to decide.

Postmaster Noah Shakespeare on being invited to the chair, accepted the proffered honor, and prefaced the business of the evening with an outline of the history and present position of the Port Angeles ferry project. He thought that Victoria was at last shaking off its grave clothes and preparing to take its place among the live cities of the Northwest. Victoria's chief drawback in the past had been the disinclination of the citizens to pull together for the general interest of the town. The policy in the past had been to look too much for the interest of the individual, and too little for the good of the city. Had a contrary policy been pursued in past years Victoria would now be a city of 250,000 instead of 25,000. The united effort for the benefit of the town as a whole had made Vancouver and the cities of the Sound great and prosperous, while Victoria although possessing unsurpassed advantages—climatically, geographically and otherwise—had been kept in the background and out of the running by this reverse policy. As it was, Victoria had got so much behind the times that people had got tired of coming here. The public mind had been so much prejudiced against the project, that the policy which it carried out would, he believed, be the means of bringing the city to such a position as would "astonish the natives." He asked that this proposition be fairly faced on the safe ground of the greatest good to the greatest number.

Tracing the history of the project through the various stages from its inception until now, he held that the connection proposed would be the lever when all else failed, to bring other connections to the city. He denied that this project conflicted with the interests of the Canadian Pacific Navigation Company, and held that the result of its adoption would be quite the reverse, as the company would be able to promote the business of the company better.

He held that there was no precedent for demanding a guarantee of expenses in connection with the submission of such a by-law, nor yet a precedent for the refusal by the municipal council to submit such a by-law to a vote of the property owners.

Cautiously criticizing the line of conduct followed by the Mayor—especially after his glowing remarks at the turning of the first sod at Angeles, in which he had said the people of Victoria were heartily interested in the project—he held that the council had been equally representative of the citizens as they took into consideration the various projects presented to them in the light of how they would affect not the individual but the whole city and its future.

He urged the adoption of a liberal, progressive platform of civic development, and the most commanding position that the community might grow and progress to its natural high destiny.

He could not agree with the city council in its course with respect to the submission of this by-law, and while quite prepared to ascribe the action taken to the most honorable of motives, he held that the council had been equally representative of the citizens as they took into consideration the various projects presented to them in the light of how they would affect not the individual but the whole city and its future.

Briefly touching upon the construction of the statute law, he maintained that the council had no option but to present the by-law for their verdict. Sketching briefly his first acquaintance with Vancouver Island, when he had come here to investigate the advantages offered by Victoria as a terminal of the then projected British Pacific, Mr. Lugin had then dwelt upon the information that he had then gathered from the magnificent conditions of Vancouver Island—in itself larger than Nova Scotia, with almost as much arable land, and infinitely greater timber tracts, greater copper mines, greater prospects in unmined gold, silver and copper, fisheries equal to any found on the Atlantic side, and occupying a geographically the most commanding position of the Pacific coast. There could be no greater object for Victorians to unite in striving to attain than the development of this magnificent island on which we lived. Mr. James J. Hill, that master railway builder of the West, had said that his railway policy had for its keynote a rake handle and a rake. The transportation line was the handle; the short lines, or feeders, were the rake. In his investigations for the project of the British Pacific, he (Mr. Lugin) had spent some time in looking for the rake to fit to this great handle, and had realized the immensity of the advantage of lines tapping Alaska, Vancouver Island, the Kootenays, and the country to the south by means of a ferry connection from Vancouver Island. Then came the Klondike discoveries to amaze the world with their richness, and after them, those of the Atlin district, so that now in these two northern districts there was a population of at least 60,000 people—whose requirements at a minimum estimate would be equal to the population of the entire city of Victoria.

He believed indeed that

"The Growing Time"

IS ALL THE TIME WITH "SALADA"

CEYLON TEA.

Because of its Deliciousness in the Cup.

Lead Packets Only. 40c. 50c. 60c. All Grocers.

some of those present would live to see the day when with a quarter of a million people in the wonderful north all would still have to be supplied with their necessities of life from the cities to the south, among which none was more favorably situated than Victoria. The immense trade of this northern market Victorians could get if they refused to be blinded to their own interests, by the construction of a railway running longitudinally through Vancouver Island, and connecting at the northern end by steamers with the entry ports of the north. Thus it was to be naturally expected that all the business of Alaska and the northern British possessions would be drawn hither, and through it from the cities to the south, if a connection therewith were established. And if it had been in favor of this southern connection in the earlier days of the British Pacific proposals, he was assuredly more in favor now, since there was so much more to strive for. But, the question was asked, will we not get the southern connection in any event. He believed we would—but there were connections and connections. In the consideration of the British Pacific proposals it had been proposed to have a connection by way of Langford and Bovey Bay, which would have given the promoters cheaper terminals, with an opportunity to do a little townising at a profit, on the side, and a shorter ferry route. Either by this by-law or some other, the people of Victoria should see to it that they secured control of the southern connection that was bound to come, and that it should be such a connection as would benefit Victoria. The connection would certainly be worth paying for by the people of Victoria, and to enable them to say what this connection should be was a strong argument in favor of allowing them to say whether or not they wished to take up and act upon the proposals of this by-law. He could not say whether or not the British Pacific would ever be built; but he did know that there would eventually be another line crossing the continent to the north, and in this connection Victorians would have to remember that this city was not "the only pebble on the beach." There was Quarts, on the West Coast, with a magnificent harbor, and a full day's nearer to the Orient than Vancouver, and with other emphatic advantages, which were even now being investigated by railway promoters. Port Simpson was also receiving attention. Wherever its terminus, there was to be another northern transcontinental road, and Victoria must have connection therewith. Given this connection, a road to Kootenay, and connection with the American cities to the south, and the great Pacific ocean to the west, with its ever-increasing commerce, Victoria had a future before it equal to that of any city on the North American continent.

This being the case, it was his duty to impress upon the people of Victoria the magnitude of this railway question in its various phases—and it was not merely a question of a little railway to Chilliwack, so that the produce of the Fraser might be transported expeditiously to Victoria, or the residents of the Fraser valley might have to do their marketing; it was not the question of a faster boat to and from Vancouver; it was not a question of a little ferry to Port Angeles. It was a larger, broader, more vital question, and when out of all the various projects forming parts of the general scheme one had reached the by-law stage, it was the duty of the council at the earliest possible date to give the ratepayers of Victoria the opportunity of saying that they wanted or did not want this first link in the chain of communication contemplated to make the city's future.

No alderman or aldermen should say that the citizens should be deprived of the opportunity of passing upon the first definite proposition presented for the securing of connection with the mainland. He proceeded to analyze the by-law itself. Mr. Lugin found the proposition substantially a Victoria project, having its headquarters and its promoters here, embodied in one of the most stringent and exacting by-laws he had ever examined. It seemed to be all in the interest of Victoria, and putting down the project of a ferry in every conceivable manner, so tight that they could not so much as wriggle.

The by-law provided for an 18-knot ferry, for its continuous operation; for the establishment of a transcontinental railway connection; and all this proceeded to the getting of a single dollar from the city.

The company were further required to within one year complete their road from Port Angeles to a point of junction with some transcontinental road; to make arrangements for securing similar transcontinental rates to those granted Seattle, Tacoma or Portland; to have terminal facilities here; and to make provision for entry to the business portion of Victoria as so defined by the city council; to put on the ferry; and to operate it for one year continuously before getting one dollar of money from the city.

The City Solicitor had apparently not omitted aught that would be in the direction of compelling the company to carry out its agreement with the city to the very letter.

Another provision was that if these should be an interruption of the service for fifteen consecutive days, or for 90 days in the aggregate, all rights under the by-law should be forfeited and lapse.

The interests of the city were thus amply safeguarded in the by-law, and it was such a measure as might be offered to the consideration of the ratepayers with the utmost confidence.

All would agree as to the necessity of connection from Victoria with the American railway systems; if this city had connection in fifty ways with the Canadian system it could not afford to be without connection to the States as well as view of the wonderful development of Alaska and the far North and the trade created in that direction.

And this it was aimed by the present by-law to secure, without a dollar being

obtained from the city until the contract had been fully completed. As for the cost, it would be noted that the promoters of the connection had submitted figures showing the proportion of increase in taxation property owners would be called upon to bear in consequence of the special demands contemplated.

These calculations had, of course, been based upon the last assessment roll. No one can speak as to the exact, for no one can prophesy as to the growth of the city when once the connection aimed at should have been secured. The immediate consequence of the establishment of the southern connection would be to make Victoria a growing city, and hence the calculation of the cost to the individual citizen must grow continuously less.

He was not prepared to say that the citizens of Victoria should assume this charge—this was for the citizens themselves to decide; but the council assuredly should give them the opportunity to render their judgment upon the proposition. Personally, he was enthusiastically for the connection; and for giving the ratepayers the opportunity they had asked for of pronouncing upon it.

He hoped that the people of Victoria as a whole would hereafter take a broad and comprehensive view of railway questions. The turning point in Victoria's history had now been reached—the onward march of the Pacific Coast had begun. The whole world knew of this. But rarely did the world hear or see the name of Victoria mentioned in connection therewith—because the people of Victoria had not heretofore asserted themselves.

It was for them to make themselves heard, to show the world that they appreciated the advantages of their position, and that they have faith in the future of their town—a faith that would speedily communicate itself to others.

This it was that had made Seattle famous. The time had come for the people of Victoria to help themselves. He hoped that the council would interpose no further objection to the submission of this by-law to the ratepayers—it was not for the council to set up its judgment, no matter how wise it might be, against the judgment of the 480 signers of the requisition for the by-law. The law had never intended, nor the principles of British justice, that any one man's vote should outweigh the vote of 480 of his peers.

Alfred Williams followed, when the applause with which Mr. Lugin's address had been received died away. He held that the question embodied in the by-law was not a question for the council but for the people who were to find the money. He also referred to the immense possibilities of Vancouver Island—whose mineral wealth alone was sufficient to maintain a nation—in coal, in iron, in lead, in gold, in silver, in timber, in fisheries, and in commerce. To make all these commodities prosper, the prosperity of the country and this city, it was essential that Victoria should be brought in touch with the centres of energy and progress to the South. He believed that a majority of the citizens would endorse the present scheme as calculated to break Victoria's isolation, and maintain that in no way could money be spent to better advantage. It was time, he said, that the sacrificing of Victoria's interest to personal advantage should cease.

A. Warner approved the present project as the first definite scheme for supplying Victoria with a railway connection, and the most direct connection it was possible to get. For these reasons he, too, approved it.

Mr. Trumbull, solicitor for the Port Angeles Eastern Railway, pointed to the object lesson of Port Townsend in its ruin, and urged that the city should not follow the current of the world's commercial life. He also arraigned Mayor Redfern for inconsistency, and urged Victorians to take advantage of the tide now available to sweep the city on to fortune.

Ex-Ald. Edward Briggs said that the law having been complied with in reference to the submission of the by-law to the ratepayers' vote, he held that this should be done without quibble or delay.

And with these expressions of unanimous opinion upon the point at issue the meeting terminated.

If you once try Carter's Little Liver Pills for sick headache, biliousness or constipation, you will never be without them. They are purely vegetable, small and easy to take. Don't forget this.

Yacht race to-day. Excursion to Duncan's tomorrow.

C.P.N. Co., Ltd., Steamers

Will leave Turner, Beaton & Co's wharf for

Dyea Skagway Wrangell

(Carrying Her Majesty's Mails) as follows:

"DANUBE," Oct. 4 and 18.

"TEES" Oct. 11 and 25.

AND FROM VANCOUVER ON FOLLOWING DAYS.

For freight and passage apply at the office of the company, 64 Wharf street, Victoria, B. C. The company reserves the right of changing this time table at any time without notice.

FOR SALE

First-Glass Pack Train

Twenty-seven mules and one bell horse in the best condition for work, with complete outfit. This train was worked by packmen to be the best mule train ever worked on the Toleda trail last season having made one trip more than any other pack train on the road.

For particulars apply to J. O. NEWBRIDGE, P. O. Drawer, 622, Victoria.

Fred. S. White,
MINING
BROKER, MANAGER, CONVEYANCER.
ABSTRACTOR, ACCOUNTANT, AUDITOR,
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Has listed some of the best mining properties in PIN SPRUCE, WRIGHT and WILLOW CREEKS at "HOMESTAKE" prices.

N. B.—Placer property purchased now will not require to be REPRESENTED OR OTHERWISE LOOKED AFTER UNTIL JULY 1st, 1900.

NOTICE.

Notice is hereby given that at the next sitting of the Board of License Commissioners for the City of Victoria, B. C., we shall apply for a transfer of the license held by us to sell spirituous and fermented liquors on the premises lately known as the Gordon Hotel, situated at No. 9 Johnson street, in the City of Victoria aforesaid to George Wilson.

G. PARKER,
GEO. EDMONDS.

Victoria, Sept. 8th, 1899.

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WITH
SOILED SHOES
MAKES A MAN LOOK CHASEY.
AVOID THIS BY USING
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Special
Combination
LEATHER
DRESSINGS
A perfect Polish
for all Colored
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250, ATLIN
SHOE STORES. L. H. PACARD & CO.
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Is one day less of life left for you. There may be thousands of days to come but there may be only one—that is the point. Are you taking chances and carrying your own risk?

If so, are you wise? Would it not be better to join your life with 30,000 others in the

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and protect those you love and those that love you from the suffering caused by the untimely or unexpected death of their breadwinner?

Full particulars of the cheapest, safest and best insurance sent free on application to

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ATLIN, B. C.

Agents in Victoria: J. F. FOULKES & CO.

Canadian Pac Navigation Co. Ltd.
WHARF ST., VICTORIA.

Time Table No. 95—Taking Effect

September 1, 1899.

Victoria to Vancouver—Daily, except Monday, at 1 a.m., Sunday at 11 p.m. Vancouver to Victoria—Daily at 1 o'clock p.m., or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.
Leave Victoria for New Westminster, Ladner and Lulu Island—Sunday at 11 o'clock p.m. Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going East Monday. For Plummer Pass—Wednesday and Friday at 7 o'clock. For Pender and Moreby Islands—Friday at 7 o'clock. Leave New Westminster for Victoria—Monday at 1 o'clock p.m.; Thursday and Saturday at 7 o'clock. For Plummer Pass—Thursday and Saturday at 7 o'clock. For Pender and Moreby Islands—Thursday at 7 o'clock.

NORTHERN ROUTE.
Steamships of this company will leave for Port Simpson and intermediate points, via Vancouver, the 1st and 15th each month, at 8 o'clock p.m.

ALASKA ROUTE.
Steamships of this company will leave every Tuesday for Wrangell, Dyea and Skagway at 8 p.m.

BARCLAY SOUND ROUTE.
Str. Willapa leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quinalto and Gane Scott.

The company reserves the right of changing this time table at any time without notification.

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General Freight Agent.

C. S. BAXTER,
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Canadian Pacific
Railway.

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FAST MAIL

The North-Western Line

Have added two more trains (the Fast Mail) to their St. Paul-Chicago service, making eight trains daily between

Minneapolis
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This assures passengers from the West making connections.

The 20th Century Train, "the finest train in the world," leaves St. Paul every day in the year at 8:10 p.m.

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UNDER PATRONAGE OF BISHOP OF COLUMBIA.

The mission work amongst the sailors supplies the ships with a free grant of books and papers. The Seamen's Institute on Store street is free to all sailors.

Subscriptions and all kinds of books and papers are earnestly asked for, and may be sent to the Institute. Address

REV. W. E. H. ELLISON,
Harbor Chaplain.

White Pass and Yukon Route

THE PACIFIC AND ARCTIC RAILWAY AND NAVIGATION CO.,

BRITISH COLUMBIA YUKON RAILWAY CO.

Our Tracks are Completed from Skagway to Lake Bennett B.C. Shipments Receive Prompt Despatch.

We are authorized United States and Canadian Bonded Carriers...

SKAGWAY IS THE GATEWAY

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Calling at Mary Island, Metlakathla, Ketikan, Wrangell, Juneau, Skagway and Dyea.

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REASONABLE RATES.

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The Boscowitz Steamship Co.

LIMITED.

75 Government St., Victoria, B. C.

The Str. B. Boscowitz

Will leave Spratt's Wharf on

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For Nags River and Way Ports, via Vancouver. For freight and passage apply at the company's office, Janion Block, Store street, Victoria, B. C.

The Company reserves the right of changing this time table without notification.

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Through Winter Service to Dawson City, Atlin City and Yukon Settlements.

Winter stations and hotels have been established and equipped by the company along the new Government Winter Road, effecting a saving of distance of 140 miles between Dawson City and the Coast.

A regular through weekly service will be maintained during the winter for carriage of mails, passengers and express. The equipment is the most complete possible, and no effort will be spared to furnish a prompt and satisfactory service.

For rates and reservations apply at the general office,
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A. H. B. MacGOWAN,
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Pacific Coast Steamship Co.

FOR SAN FRANCISCO.

The company's elegant steamships Queen, Walla Walla and Unatilla, carrying H.B.M. mails, leave VICTORIA, B. C. 8 p.m., Oct. 1, 8, 15, 22, 29, and every fifth day thereafter.

Leave SAN FRANCISCO for Victoria, B. C. 10 a.m., Oct. 3, 10, 17, 24, 31, and every fifth day thereafter.

FOR ALASKA
Leave SEATTLE 9 a.m.

Cottage City, Oct. 12, 27, Nov. 11, 26.
City of Topeka, Oct. 7, 22, Nov. 6, 21.
Al-Ki, Oct. 2, 17, Nov. 1, 16.

And every fifth day thereafter. The steamer Cottage City will call at Victoria, B. C., Oct. 12, 27, Nov. 11, 26, for passengers and freight.

For further information obtain folder. The company reserves the right to change without previous notice, steamers, sailing

The Colonist.

SATURDAY, OCTOBER 7, 1899.

Published by
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Do not forget the importance of registering as a voter at the earliest possible day. Forms of application can be had at:

The office of the Collector of Votes in the Court House.

Messrs. Drake, Jackson & Helmecken's.
Messrs. McPhillips, Wootton & Barnard's.

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The Colonist.
The Times.

Messrs. Munn, Holland & Co.
Messrs. Lee & Fraser.

Messrs. Nicholles & Renouf, Limited.
Messrs. Langley & Martin.

Henry Callow, Belton avenue, Victoria West.

Register to-day, in case you may be called out of town.

An impression prevails among a great many people that because their names are on the voters' list in use hitherto, it is not necessary for them to make a fresh application. This is a mistake. Only the names of those persons who apply for registration will be put on the new list. Will every person who reads this take the trouble to tell some one else, so that everybody may know?

PARTY LINES.

The action of the Conservative convention does not in any way alter the views of the Colonist on the question of federal lines in local politics. The movement for better government, which is making such progress in all parts of British Columbia has no partisan aspect. It is the result of a feeling among business men and all others, who desire to see the interests of this great province advanced, that it is important to have at the head of affairs persons in whose hands its welfare can be entrusted without fear that it will be subordinated to the political ambition of any man or set of men. In its efforts to bring about such a consummation, the Colonist has had the hearty co-operation of many persons who do not agree with it in its views of federal questions, and it has now to say that, while continuing to give the Conservative party loyal support in federal affairs, it declines to take any course or endorse any line of action that may lead to a rupture between it and the friends with whom it has worked so harmoniously and successfully with the single object of promoting the cause of good government. The Colonist is satisfied that in expressing this conclusion it voices the sentiment of the opposition members of the legislature and of the great majority of the people of the province.

THE MINISTERIAL SPEECHES.

Save and except the reference by Senator Mills to the Alaskan boundary question, upon which we have already taken occasion to congratulate him, there was very little in the speeches of the two ministers on Thursday night worthy of special reference. Both the speakers were so courteous to their political opponents that it would be in very bad taste to speak of them in any other way than kindly. Neither can it be said that the speakers made very extravagant claims for their own party. As political

speeches go they were studiously moderate. Our criticism of them is that they were almost absolutely without interest. As a historical review of Canadian political history from a party standpoint not much exception can be taken to the remarks of Mr. Mills. Mr. Fisher's observations were conceived in an optimistic spirit and we all dearly love an optimist out in this part of the world, but he said very little to cast light upon the dark corners of federal politics.

Both speakers avoided any reference to matters specially appertaining to British Columbia, but we think it not unreasonable to say to them that, if they had given their audience less ancient history and said more upon the live topics outlined in the Colonist a day or two ago, they would have found their hearers more disposed to remain to the end of the meeting. Eastern politicians would do well to learn that the people of this province to do lie awake at nights thinking over worn out issues, but that they take the keenest kind of interest in things of to-day which touch themselves and their own province.

On the platform with the speakers were Senator Templeman and Mr. Bostock. Not to go any further afield for an illustration, we fancy that both of those gentlemen would have looked very much less bored if one or the other of the ministers had cast a little light upon the prospects of British Columbia's being accorded cabinet representation. We think it would not be difficult to persuade Mr. Bostock that he had more claims to a portfolio than genial Major Jim, who has lately been promoted from the ranks to a cabinet position, and as for the Senator, we do him no injustice in suggesting that he is quite persuaded of his own fitness for any post that can be mentioned. Yet these gentlemen were compelled to sit for nearly three mortal hours and listen to cabinet ministers speak without hearing even a hint upon a subject so near to their respective hearts. We tender them an expression of our more or less heartfelt sympathy in what must have been a prolonged disappointment.

Concerning the vital subjects which concern British Columbia most, save only that of the boundary, these gentlemen appear to have had no message for the people. The audience was cold, but what audience would not be cold listening to speeches, which had a flavor of ice-water from beginning to end. If any convert was made to Liberalism, if a single Liberal was strengthened in his faith by reason of anything that was said by the ministers, no one will be more surprised than the Victoria Liberals who occupied the platform. If that was the best that can be said for the Liberal party, it is to be hoped, in the interest of the Conservatives, that from now until the election we will have a minister every week to present the case of the Laurier administration.

A BAD POLICY.

The Trail Creek News complains that two-thirds of the large amount of money paid in that town for wages finds its way to the great department stores of the East, and it asks why men, who come West that they may get better wages, can justify to themselves their conduct in contributing to the sweat shops of Montreal and Toronto. Commenting on this the Revelstoke Herald says that while the home merchant pays taxes and subscribes to nearly every fund for local improvement, the wives of the working men send East for their bonnets and frocks, and their husbands talk socialism and other isms for the improvement of the condition of workers.

One has only to look at the great baskets of parcels which are brought to British Columbia by every mail to appreciate the vast amount of money which is sent out of the province for what ought to be bought from our own merchants. But some will ask: Why should we not buy where we can buy most cheaply? There are two answers to this. One of them is that it is a very great question if because a thing costs a smaller sum it is cheaper to buy it elsewhere than at home. On a single transaction the person who spends a sum of money with an Eastern departmental store may save something, but in the long run he loses, for every dollar diverted from the legitimate trade of the community in which he lives renders the cost of living in that community greater. It is a case of saving at the pigot and soiling at the bung. Another answer is that, if the rule applies to one class of the audience, there is no reason why it should not apply to others. If it is right for the wage-earner in British Columbia to purchase goods produced by the underpaid labor of the East, why is it not right for the employer in the province to import this underpaid labor in order to compete with the Eastern sweat shops? Let us take the case of a milliner. She starts a place of business in a mining town, but finds herself unable to get along because she has to compete with millinery produced in Montreal at half the cost. To keep her business going, she employs a number of deft-fingered Chinamen to work for her. They will work as cheaply as Eastern girls and she can then afford to sell her millinery as cheaply as the Eastern house. Will any one say that a chorus of indignation would not go up from the miners' union against the employment of Chinamen in such work? But can any one tell wherein such a cry would be reasonable? The great offenders in this matter are the families of the men who are the greatest sticklers for union prices. We see the streets planked with advice to people to smoke only such cigars as have the union label on them. When will we see placards advising people not to buy the products of Eastern sweat shops? The answer rests largely with the wage-earners, for the other classes

of the community do not follow the practice complained of to any great extent.

This policy of purchasing goods at retail elsewhere than at home is very bad, for its tendency among other things is to keep prices up. If local producers had all the local business they could afford to sell at lower prices. We urge the importance of dealing with our own merchants upon the attention of Colonist readers as strongly as we know how.

THE OUTPUT OF GOLD.

The Engineering and Mining Journal publishes a statement of the world's output of gold for 1898. The figures in almost every instance are from official sources. Speaking from matters within the knowledge of everyone, we should say that the amount set down for Canada may be considerably under the mark. The total for the year is placed at \$289,117,779, as against \$238,719,755 last year, and \$211,242,081 in 1896. South Africa leads the list, the amount for the whole continent being placed at \$79,621,936, of which the Witwatersrand is down for \$7,765,897 and China for \$6,331,825. Second on the list comes the United States with \$65,082,430, and close after the seven colonies of Australasia with \$62,294,481. Then there is a wide gap until Russia comes in with \$21,734,418. Next we have Canada with \$13,700,000, and next Mexico, which contributed \$8,236,729. British India is down for \$7,765,897 and China for \$6,331,825. The countries yielding less than four millions and over a million were in order of productiveness, Guiana (including the British, French and Dutch territories), \$3,814,150; Colombia, \$3,700,000; Brazil, \$2,531,687; Hungary, \$2,038,993; Germany, \$1,892,116; Chili, \$1,497,623, and Korea, \$1,094,000. Almost every country in Europe is represented on the list, even the United Kingdom being down for \$27,980. By far the largest increase over the product of 1897 was in the Transvaal, the next largest was in the Australasian colonies, the next in Canada, and the next in the United States. Of all the larger producers Canada shows the greatest percentage of increase, the gain being a little over 100 per cent.

The figures above given are instructive as to the future supply of gold. Rhodesia appeared for the first time among producers with a small amount in 1897; while in 1898 it was down for \$453,825. On the other hand the Russian output, while showing an increase over the previous year, is about \$7,000,000 less than it was in 1896. The settlement of the Venezuelan boundary will lead to a great increase in the output of British Guiana. Venezuela produced only \$814,067, which indicates that the rich mines in the disputed area have not been worked. Having now come under the ownership of Great Britain we may look for their exploitation on an extensive scale. The Chinese supply of the yellow metal is, as has been shown, by no means inconsiderable, but it is a matter of common knowledge that the wealth of that vast empire in metals has scarcely been touched at all. So also with Korea. The Central and South American republics are none of them large producers, but it is hardly possible that the conditions as to mineralization existing along the great Cordillera range from Klondike to Mexico are not to be found in other parts of the chain.

We gave a few weeks ago a statement of the gold output of the world, but it was in less detail than the above and the figures given had not then been verified from official sources. Perhaps even of greater interest than the increasing supply of this metal is the fact that the vast amount yielded by the mines from year to year passes into circulation or into use in the arts without appreciably affecting prices.

Our evening contemporary is growing bloodthirsty. It anticipates that after a war with the Transvaal there may be no Boers left.

It is not very evident why the Orange Free State should talk about fighting to defend its rights. There is no reason to suspect any one of wishing to interfere with them.

The Times says that the visiting ministers will return to Ottawa "with a strong realization of the needs of the province." We are sure that every one will hope so. There has not been much evidence hitherto that the Laurier ministry had any such realization.

The discussion at the meeting of the board of police commissioners yesterday indicates that this very important branch of the city service would be better for a thorough overhauling. A feeling akin to dismay will prevail among the citizens when the report is read if there are three inefficient men in our small force. Surely there ought to be no delay in remedying the evil.

Every one will be glad to know that the telegraph line has reached Dawson and that during the long winter months the Yukon metropolis will be within easy reach of the outside world so far as news and business messages are concerned. We congratulate the government upon having done one good thing for the Golden North and have only to express the hope that there will be no scandal attending the cost.

There is much satisfaction felt at the greater activity displayed in connection with the Bings murder. The death of Mr. Powers under circumstances which seem to amount to murder ought also to be taken up with vigor. There is more or less uneasiness in the community because of these crimes, and it will quiet the apprehensions of some people to know that the authorities are active, although not very much can be given out

A Luxury
of the Past.

The tailor-made Overcoat is a luxury of the past. It has gradually dawned upon the well-dressed men about town that there is something lacking in the custom-made-to-order garment; it has not that finish and style which are found in the coat from the Fit-Reform workshops, which fact any honest tailor will admit.

"Fit-Reform" Overcoats,

In Covert Cloth, Brown and Tan Shades.
In Whipcords, Light, Medium and Dark Shades.
In Meltons, Dark Gray and Blue.
In Beavers, Black and Blue.

Prices: \$12, \$15, \$18, \$20, and \$25.

Sizes For All.

"FIT-REFORM WARDROBE,"

73 Government St., Victoria.

Mail Orders Promptly Attended to.

for publication. Rumors have been flying around the streets about sand-bagging and hold-up cases, but as far as we have been able to ascertain there is nothing in them.

Senator Templeman made some observations at the ministerial meeting. In the course of his remarks he said that the meeting in question was the first political one he had attended since the campaign of 1896. This being the case, he must have felt like exclaiming, "O, what a falling off was there!" for surely never in the campaign of 1896 nor any other campaign did the Liberals have so spiritless and poorly attended a gathering. The Senator thinks that his friends will carry all the seats in this province at the next election. Whether this is to be taken as an admission that with him out of the field the chances of his party are better, we shall not say. We heartily endorse the Senator's view that not enough of the ministers come to British Columbia and that those who do make their visits too short. Our Liberal friends ought to try and make things more pleasant for the visitors. What is it that drives them away? Is it the demand for political favors?

The two attractions—yacht race and excursion to Duncan.

The malodorous Esterhazy had an experience in London the other day that must have affected even his calloused feelings. He was walking along the street between two friends when he was recognized. A few people began to groan at him and, attracted by the noise, a crowd instantly surrounded him, and the groaning and crowding grew to such threatening proportions that Esterhazy made for the nearest cab. Unable to force his way through the crowd to the cab, he turned along the pavement in the direction of Oxford Circus, completely surrounded by a groaning crowd, which only let him move forward very slowly. At the Circus the police gently but firmly "pushed along" the crowd into different directions. Esterhazy was then able to jump into a cab and drive rapidly off.

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HEAD
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Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

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1897

By R. E. GOSNELL

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AGENTS.

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VICTORIA TIDES.

[By Mr. Napier Denison.]

The zero of the accompanying scale corresponds to 14 feet of water in the channel off Shoal Point, and 18.6 feet above the sill of the Esquimalt dry dock.

Time.	Height above zero	Time.	Height above zero
4:40 a.m.	6.9 feet.	5:30 a.m.	7.0 feet.
10:00 a.m.	6.4 feet.	10:40 a.m.	6.3 feet.
4:20 p.m.	7.0 feet.	4:40 p.m.	7.4 feet.
10:30 p.m.	1.0 feet.	11:00 p.m.	1.0 feet.

THE LOCAL NEWS.

Use Blue Ribbon Flavoring Extracts.
Carpenters' Tools at Cheapside.

If you have beauty,
I will take it.
If you have none
I will make it.
Savannah, Photo.

Best Lawn Mowers at Cheapside.
Smoke "Nugget Cigar." Meiss & Co.

Bass' XXXX on draught at the Occidental.

Drink "Hondl," purest and best of Ceylon teas.

"Ricksaw" Ceylon Tea at Jameson's, 23 Fort street.

Air Tight Stoves, perfect beauties, at Clarke & Pearson's.

Majestic Ranges at Cheapside.

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A breakfast delight—Chase & Sanborn's Seal Brand Coffee; 1 and 2 lb. tins only.

When you require sporting goods ring up Telephone 645, Henry Short & Sons, 72 Douglas street.

You boil potatoes, but you brew tea. To do so properly consult the directions on the packets of "HONDLE."

It is now Crepe Paper or Lamp Shade season. We are splendidly prepared for the above, having just received a magnificent shipment of plain, tinted edge, and floral crepe tissue. Victoria Book and Stationery Co. (late Jameson's).

Reduced Rates to the East.—Over the Northern Pacific Railroad, effective September 12; the second-class rate to Chicago will be reduced to \$46; second-class rates to all points east of Chicago will be reduced also. E. E. Blackwood, agent.

Take your bike to Duncans Sunday.

No Charge.—A free entertainment consisting of songs, reading and recitations will be given this evening in the Herald street Mission hall. There will not even be a collection.

Left for Scotland.—The three children of Mr. and Mrs. J. H. Gilchrist of Victoria West, who since the death of their parents have been cared for by a neighbor, Mrs. Atkins, have left for Montreal where they will be met by an uncle and taken to Scotland.

Practice To-day.—There will be a general practice of the Rugby team at 3 this afternoon on the Caledonia grounds, and a good turn out is looked for.

Funeral To-day.—The funeral of the late J. Austin, who died at the Jubilee hospital on Thursday from the after effects of an operation for appendicitis, will take place this afternoon from Hanna's undertaking parlors, a despatch having been received yesterday from his father, J. Austin, of Stonesfield, Woodstock, Oxford, asking that the interment take place here. The deceased had only been in Victoria for a few months working as a spare man for the street railway company.

Your prescriptions will be filled just as your doctor orders, when left at the New Drug Store. Pure drugs and of the finest quality. P. W. Fawcett & Co., 49 Government street.

Good Templars.—The annual meeting of the Grand Lodge I. O. G. T. met in Westminster on Tuesday afternoon and was well represented by delegates from the various lodges of the province. The reports from the different lodges show the order to be in a prosperous condition on the whole. During the sessions several matters of importance were discussed with interest, although the discussions did not materialize into any important changes of the by-laws. The election of the officers for the ensuing year resulted in Dr. L. Hall of Victoria, securing the position of grand chief templar, and Miss A. King of Cedar Hill, the office of grand vice-templar. Mr. J. G. Brown, who has filled the office of grand secretary

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63 Government Street.

Pulmonic Cough Cure.

The Acknowledged Remedy for all Throat and Lung Troubles.
HALL & CO.,
Dispensing Chemists,
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Cor. Yates and Douglas Streets.

for the last year so faithfully, declined further nomination, and is succeeded by W. G. Brown of Nanaimo. The next place of meeting will be Nanaimo.

Injured His Back.—John Galitz, a prospector from Clayoquot, arrived yesterday on the steamer Queen City to enter the hospital here. While attempting to climb a hill with a 250 pounds stove on his back he slipped and fell, injuring his back.

Association Football.—There will be a practice match between the Captain's and Vice-Captain's eleven of the Columbus this afternoon at 3 o'clock. The following are the teams selected: Captain's eleven: McKillop, Fawcett, Thompson, Brooks, Wilnot, MacLean, Lawson, Berkeley, Wilson, Fell, Jacobsen, Vice-Captain's eleven: Marshall, Nesbitt, Burns, Siddall, Robertson, Turner, Hickey, Paton, Hunter, Jaegers and A. N. Other.

Mount Sicker Ore.—There are now lying at the E. & N. wharf 140 tons of ore from the Lenora mine, ready for shipment to Tacoma, and 60 tons to be forwarded to the Van Anda smelter. The mine is now shipping twenty tons per day. Victorians who are interested in the mining progress of the Island should not fail to take advantage of the cheap trip today to the mine, as every arrangement has been made to convey visitors to the mine, and look after their comfort while there. The train leaves at 9 a.m. and Victoria will be reached on the return trip at 8 p.m.

No for Duncans.—Trains leave 9 and 2 Sunday. Return 50 cents.

Commandant's Visit.—Major-General Hutton, commanding the Canadian militia, will reach Victoria on Friday, October 20, and on the following afternoon will inspect the Fifth Regiment at Beacon hill at 3:30. The regiment will parade at the Drill hall at 2:30 on the afternoon of the inspection, and every member is expected to be present. The dress will be drill order with helmets. It is expected that during his visit here General Hutton will settle the long perplexed question of providing a proper rifle range. The one at Clover Point is a poor one for rifle shooting and is besides a source of danger.

Successful Sale.—The ladies of the First Congregational church yesterday held a very successful sale of work, at which there was a large attendance. The hall was tastefully decorated with bunting and evergreen. A noticeable feature of the decorations was the intertwining of the Union Jack and Stars and Stripes at the back of the platform. The bazaar was opened at 3 o'clock by U. S. Consul Smith with an appropriate address, in which he encouraged the congregation to continue the good work and secure themselves a church home as soon as possible. The ladies, who had been hard at work for some considerable time, had beautifully arranged tables of useful and fancy articles, which they expected for sale at reasonable prices. A rapid sale ensued and soon the greater part of the articles were disposed of and a substantial sum realized toward the building fund. High tea was served in the evening, after which an excellent programme was rendered, which was heartily enjoyed by all.

Don't miss the excursion to Duncans Sunday. Trains leave at 9 and 2. Fare 50 cents return.

"Yon Yonson."—"There isn't a play now before the public," declares one of the best critics in the entire country, "which possesses more human interest than 'Yon Yonson.' It is a play that has been seen in every city in the country and yet, as it comes back year after year, it is always greeted by crowded houses. The authors of 'Yon Yonson' builded better than they knew, when they put the play together. Its story is interesting, its scenes are clever, its language is bright, and its climaxes thrilling. Besides all this, there is that something in the play which compels attention and which tugs at the heart strings. This is the great factor of the play's success. 'Yon Yonson' is touring the country this season under the direction of Sam Thall and P. J. Kennedy, two as astute managers as there are in the country. They have, it is said, got together a company which has never been equalled in the country, and they have secured many fine features. 'Yon Yonson' comes to the Victoria theatre next Tuesday evening."

Go to Duncans Sunday. Splendid roads for biking. Return 50 cents.

SUNDAY'S EXCURSION.

Band and Orchestra to Give a Concert at Duncans.

Duncans should be a lively little town to-morrow afternoon. It will be the objective point for the last E. & N. railway excursion of the season and the cheap rates and attractions should draw a large crowd. Besides the Fifth Regiment band, which gives a concert during the afternoon there will be music by the Victoria orchestra. Trains leave at 9 a.m. and 2 p.m. and the fare is 50 cents for the round trip.

PART I.
Overture—"Morning, Noon and Night."
Gavotte—"Simpleity."
Mosses Gavotte—"The Celebrated."
Barbiste Selection—"Popular Songs."
Finl Concert Waltzes—"Amorette" and "Gungl" Selections by Victoria Orchestra.

PART II.
Selection—"From 'Gloria'."
Paraphrase—"How Gentle God's Command."
Patrol Overture—"La Caravane."
Asche Grand Potpourri of "Comle Opera."
Gems—"Nightingale."
March—"God Save the Queen."

PORTLAND EXPOSITION.

Northern Pacific Railway has made a rate of \$11.00 Victoria to Portland and return, including two admissions to Exposition. Tickets on sale Tuesdays, Oct. 10th, 17th and 24th, good to return, leaving Portland following Mondays.

E. E. BLACKWOOD, Agent.

IMPORTANT NOTICE.

Mr. Albert H. Haldar, F.G.S., Mining Engineer, "REUTER'S SPECIAL COMMISSIONER" for American and Canadian mines, will leave for England shortly, and prior to his leaving is prepared to report upon mining properties, assist in location of properties on the English market, and to give general advice upon financing of mines. For full particulars apply to "REUTER'S SPECIAL COMMISSIONER," 1500 Robson street; telephone No. 781, Vancouver.

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CHEMISTS, Etc.
Tel. 425. 100 Government St. Near Yates.

A Derelict Sloop Picked Up

Queen City on Her Return From Coast Finds Water-logged Craft.

H.M.S. Icarus Arrives From Behring Sea—Sealers Homeward Bound.

With a derelict sloop on deck and a good number of passengers on board, the steamer Queen City returned from the West Coast yesterday noon, having completed the shortest of her monthly trips. The sloop was picked up in the straits three miles this side of the Race. It was submerged and drifting with the tide and at first appearance suggested a wreck. Such too it might have been, but the probabilities are that the high tides of late have simply torn it from its moorings and carried it out to sea. The crew of the Queen City hold this theory, as they found the sloop without rigging and without painter, and the plug missing from her bung hole. She is an old craft, bearing no name, and has been patched and repatched, until she is almost beyond service. She is drab color, about two tons register and 18 feet long. On the steamer's arrival the boat was put ashore and is now in the C. P. N. Company's yard. Of the passengers brought to Victoria by the Queen City, M. McGregor is the only arrival from the new and growing town of Port Hughes. He expects that his new hotel at that point will be completed and ready for occupancy in three weeks. It is a building of 14 rooms. Port Hughes has now a regular mail service, which it did not have a few months ago, and its prosperity has lately been augmented by another gold discovery closer to the town. S. J. Spencer and Miss Spencer arrived from Alberni en route to the old country; Geo. Logan, J. G. Ross and W. Wilson form a party who have been down to Seriat, looking at some mineral property. J. W. Jones comes from Sidney, B. C., where he had a Lieut. Governor Dowdney to see some quartz propositions a few weeks ago. Rev. Father Brabant, W. Woodward, J. J. Baird, H. Stokes, H. E. Newton, C. Coates, E. H. Fletcher and son, Wm. Lorimer, Mrs. McDonald, L. Marks and A. and J. Young were passengers embarking at the many other ports at which the steamer called. As freight the Queen City has a part of the plant of the Alberni Consolidated Mining Company consigned to the Bank of Montreal. Captain Hughes reports the weather as very foggy on the coast. He saw no sealing schooners excepting one off the Race yesterday, which he could not identify. When at Ahousett he was told that the Dora Seward was becalmed off port. Her Indians were ashore, and according to them she had a catch of 12000 skins. The Dora Seward spoke the Idetta in mid-August, the Indians said, and the catches of the two vessels were then nearly a tie—over 7000 skins each. It was generally thought when the schooner left the sea that the Umbria would be top-liner. Captain Hughes looks for the immediate arrival of a number of the schooners, as he says yesterday was the first day they have had a westerly wind.

A FAST PASSAGE.

British Ship Waterloo Completed Her Voyage From Liverpool Yesterday Morning.

It was 2 o'clock yesterday morning when after protracted manoeuvring in order to enter port the British ship Waterloo anchored at Esquimalt harbor. Her voyage from Liverpool was a very speedy one, being made in just 124 days, a performance which the good vessel has been honored by the same record three or four years ago when the ship brought a somewhat similar cargo to this port. On her present voyage she reached the Horn in 71 days from Liverpool and there encountered very rough weather as also off the river Plate. Her cargo, of which 1,000 tons will be discharged here, includes a large quantity of naval stores and freight for the fortifications at Esquimalt.

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Wednesday, Sept. 20 And Following Days.

HOUSE BUILDERS AND CONTRACTORS.

We invite you to visit our grate, mantle and tile department. We carry the largest variety of these goods in the province; no other dealer has duplicates of our patterns. Sole agents for Dawson grates and the great Majestic range. We invite visitors to the New Westminster exhibit to examine our display. A special discount allowed to purchasers from a distance.

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Branch stores—Dawson, Adlin and Bennett.

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We have just received a large consignment of.....

Ladies' Capes, Jackets and Costumes

Also the Latest Styles in French and American Millinery

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The STERLING

88 Yates St.

son, H. A. Vivian, A. B. Moore, A. W. Martin, C. Reichenbach, E. Rutherford, W. Turner, W. H. Cope, A. P. Graham, A. B. Burbridge, S. Macy, D. W. Morrison and Chas. Lund.

BACK FROM BEHRING SEA.

British Patrol Ship Icarus Returns from Season's Engagement in the North.

H.M.S. Icarus, the British patrol ship for Behring Sea during the sealing season just over, arrived home last evening, dropping anchor at Esquimalt at 6 o'clock. She left Oumalaska four days later than H.M.S. Pheasant, now home over a week, and had quite a rough trip returning. One boat was stove in by a sea as it hung in the davits and the ship received a bad shaking but was not damaged otherwise. She is the foremost of what will likely be many arrivals from Behring Sea within the next week. The sealers are all on their way home, one, the Dora Seward, which the Queen City brought news of yesterday, as off Ahousett, being reported in the Straits.

GOSSIP OF THE WATER FRONT.

Though tenders for the purchase of the old government steamer Douglas were all to be in by the 1st of the month the time has been extended in order to permit of two other tenders being received. Up till the 1st inst. only one tender had been received.

Steamer Willapa will replace the Queen City on the next West Coast voyage in order that the latter may be made ready for the winter service.

Steamer Princess Louise is due from the North on Monday.

A CAKE.

We, the undersigned, do hereby agree to refund the money on a twenty-five cent bottle of Dr. Williams' English Pills, if, after using three-fourths of contents of bottle, they do not relieve Constipation and Headache. We also warrant that four bottles will permanently cure the most obstinate case of Constipation. Satisfaction or no pay when Williams' English Pills are used.

Moore & Co., druggists, Yates street, Victoria, B. C.

Wm. Jackson & Co., chemists, Victoria, B. C.

D. E. Campbell, chemist, cor. Fort and Douglas streets, Victoria, B. C.

Dean & Hisecks, druggists, cor. Yates and Broad streets, Victoria, B. C.

Chas. E. Jones, People's Pharmacy, 30 and 32 Government street, Victoria, B. C.

Fifth Regiment band and Victoria Orchestra play at Duncans Sunday. Return fare 50 cents.

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Underwear requires no introduction, and our stock of this excellent underwear is now complete.

In Women's and Children's combinations and separate garments, also

PURITAN

Underwear which comes considerably lower in price.

Combinations in this make from \$1.75.

Crescent Brand comes in white and natural in Children's and Women's separate garments.

The Hutcheson Co., Limited.

70 Government Street. THE WESTSIDE.

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Gloverdale Farm Estate.

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The Cheapest Land in the Market.

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Magintoshes & Overcoats

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In Bond and Duty Paid. TURNER, BEETON & CO.

Get Ready for Winter.

Wonderful Air Tight Heaters in all sizes and all Prices. Call and see Them. Also our special line of

MAJESTIC RANGES..

GEO. POWELL & Co.

Conservative**Convention.**

Continued from Page One.

divisions, conspiracies and confusion in the state.

CONSERVATIVE AIMS.

The distinctive features of the Liberal-Conservative party in Canada have been essentially:

1. Loyalty to Queen, and faith in country.
2. Faith in the people.
3. Equal civil and religious liberty.
4. Government according to the principles and precedents under the British constitution including: (a) parliamentary control of public expenditure; (b) the responsibility of government to parliament; (c) the utmost good faith enforced as between government and the public touching all executive and legislative acts to preserve public credit and the good name of our country.
5. The improvement and betterment of the condition of the wage-earning classes.
6. The encouragement by the state of the introduction and investment of capital in the country.
7. Active state aid in (a) the development of transportation facilities by sea and land; (b) the advancement of agriculture and of the natural resources of the country; (c) the improvement of education.

CONSERVATIVE ACHIEVEMENTS.

With such principles the record of the Liberal-Conservative party in Canada since 1867, among other things, is notable for the following:

- The consolidation and union of the provinces and territories of British North America.
- The maintenance of British connection.
- An inter-oceanic and transcontinental railway.
- A network of railways over Canada.
- An independent national canal system connecting the middle of the continent with the Atlantic ocean.
- The development and protection of Canadian industrial life.
- The establishment of steamship communication with foreign countries.
- The establishment of experimental farms and the introduction of cold storage.
- Increased allowances for the militia and the formation of permanent corps.
- The establishment of a government coast telegraph system.
- The establishment of a fishery protection service.
- The construction of dry docks at Quebec, Esquimalt and Kingston.

IN PROVINCIAL AFFAIRS.

Under the circumstances at the first convention of the Liberal-Conservative Union of British Columbia the following resolution was unanimously adopted:

"That in the opinion of this convention it is desirable that the Liberal-Conservative party should as a party take part in provincial elections for the purpose of ensuring the government and legislation of this province on Liberal-Conservative principles, and in order to carry this into effect at the next general election for the

province that candidates be invited to stand for such constituencies as are likely to return Liberal-Conservative members pledged primarily to support a Liberal-Conservative government as distinguished from a government composed of Liberals or partly of Liberal-Conservatives and partly of Liberals."

For the purpose of enforcing the cardinal principles of the Liberal-Conservative party in the local government of British Columbia, we have the honor to recommend the affirmation and approval of the foregoing outline thereof so far as applicable to local affairs, and in addition, to pledge this convention, and the members of the Liberal-Conservative party who support it, to the following programme for the province of British Columbia:

NEEDS OF THIS PROVINCE.

"That true to the maxim of our party: 'By the party, with the party, but for the country,' the interests of British Columbia shall be paramount, regardless of the political complexion of the federal cabinet. It is proposed:

- To revise the voters' lists.
- To actively aid in the construction of trails throughout the undeveloped portion of the province, and the building of provincial trunk roads of public necessity.
- To provide for the official inspection of elevators and hoisting gear.
- To improve the administration of justice and secure the speedy disposition of legal disputes.
- To provide an efficient system for the settlement of disputes between capita and labor.
- To adopt the principle of government ownership of railways, in so far as the circumstances of the province will admit, and the adoption of the principle that no bonus should be granted to any railway company which does not give the government of the province the control of rates over lines bountied, together with the option of purchase.
- To assume control and administration of the fisheries within the boundaries of the province.
- To organize and reform the system of provincial aid to medical men and hospitals in outlying parts of the province.
- To actively assist by state aid in the development of the agricultural resources of the province.
- To make the London agency of British Columbia effective in proclaiming the natural wealth of the province and as a place for profitable investment of capital.
- In the interests of labor the Liberal-Conservative party sympathizes with and endorses the principle of the "Eight hour law."
- To actively support the advancement of the mining interests of British Columbia.
- To aid in the immigration of domestic servants.
- To provide an improved system of education.

CONTINGENT FOR AFRICA.

We regret to learn that the government of Canada does not intend to assist in sending and maintaining a volunteer military contingent to South Africa to co-operate with the forces of the motherland and sister colonies in protecting the rights of British subjects.

THE LEADER CONGRATULATED.

Resolved that this union desires to congratulate Sir Charles Tupper, Bart., on

his able and vigorous leadership during the past session and trust he may long be spared to occupy the high position he now holds, and earnestly pledge anew our confidence in him and in the cause that he so ably represents, and that this resolution be telegraphed to him.

ADMISSION OF CHINESE.

This convention views with alarm the introduction of large numbers of indigent aliens into the Dominion to compete with our own people in the field of labor, and regrets that the federal administration failed to introduce the legislation respecting Chinese immigration pledged to the people of this province by the present prime minister of Canada.

OFFICERS ELECTED.

The convention closed this evening at 10:30, the principal business of the sitting being the election of officers of the union for the year. The result was: Hon. president, Sir Charles Tupper; president, Hon. E. G. Prior, Victoria; secretary, R. B. Elliot, Vancouver; treasurer, D. R. Ker.

FOR A LEADER.

The following committee was appointed to find out from the various associations their choice for a leader of the provincial Liberal Conservatives: Vancouver, Messrs. Bowser and Cowan; New Westminster city and district, Messrs. Reid, W. H. Ladner and D. McGillivray; Victoria, A. E. McPhillips and Col. Prior; Nanaimo, Messrs. McGregor and A. R. Johnson; Interior, Hon. T. M. Daly, Rossland; R. F. Green, M.P.P.; Kaslo; Robinson, Kamloops; McKelvie, Vernon; J. E. Sibbald, Revelstoke. Westminster was selected for the annual meeting next year. A vote of thanks to retiring officers and to Westminster people and "God Save the Queen" closed the proceedings.

Bicycles carried free to Duncans Sunday.

FIRE ALARM SYSTEM.

- 2-Birdsedge Walk and Superior street, James Bay.
- 4-Carr and Simcoe streets, James Bay.
- 5-Michigan and Menzies streets, James Bay.
- 6-Menzies and Niagara streets, James Bay.
- 7-Montreal and Kingston streets, James Bay.
- 8-Montreal and Simcoe streets, James Bay.
- 9-Dallas Road and Simcoe street, James Bay.
- 14-Vancouver and Burdette avenue.
- 15-Douglas and Humboldt streets.
- 16-Humboldt and Rupert streets.
- 23-Port and Government streets.
- 24-Yates and Wharf streets.
- 25-Johnson and Government streets.
- 26-Douglas street, between Fort and View streets.
- 27-No. 1 Fire Hall, Pandora street.
- 31-View and Blanchard streets.
- 32-Port and Quadra streets.
- 34-Yates and Cook streets.
- 35-Yates and Fernwood streets.
- 36-Junction Oak Bay and Cadboro roads.
- 37-Cadboro and Richmond roads.
- 41-Quadra and Pandora streets.
- 42-Chatham and Blanchard streets.
- 43-Caledonia and Cook streets.
- 45-Spring Ridge.
- 51-Douglas and Discovery streets.
- 52-Government and Princess streets.
- 53-Kings road and Second street.
- 54-Fountain, Douglas street and Hillside avenue.
- 56-Oaklands Fire Hall.
- 61-Cormorant and Store streets.
- 62-Discovery and Store streets.
- 63-John and Bridge streets.
- 64-Catherine street, Victoria West.
- 65-Springfield avenue and Esquimalt road.
- 71-Douglas street and Burnside road.

Good music at Duncans Sunday.

Letters to the Editor.**A MISSED OPPORTUNITY.**

Sir: I was one in the audience at A. O. U. W. hall last night to listen to the addresses of the honorable the ministers of Justice and of Agriculture. The former, it appeared to me, made the best he could of a very bad brief. At the same time he neglected an excellent opportunity to render Victorians a service that they would have much appreciated. He is an accepted authority on constitutional law and practice. Might he not then give us his opinion upon the constitutionality of the dismissal of the Turner ministry; or the, at present more pertinent, legitimacy of a lieutenant-governor continuing to accept the advice of a ministry that he knows, to be discredited and without a majority of the electorate at its back. Perhaps it is not yet too late for him to oblige?

B. C.

PORT ANGELES FERRY.

Sir: In all the communications to you upon the subject of the proposed Port Angeles ferry I see none whatever touching upon the benefits to be derived from having the steamer built in Victoria and operated by a Victoria company. It has been repeatedly stated that a connection of this kind with Port Angeles would be of immense value, commercially, to Victoria, but why bonus a foreign company; who are only too anxious to connect with Victoria; to build and equip this line?

As for the building of the boat at least, there are iron works right here and tax-paying mechanics also quite capable of the task.

VICTORIA MECHANIC.**AN ILL-TIMED HOLIDAY.**

Sir: What can the representative of the crown in Canada be thinking of that he has named October 19 as Thanksgiving Day? Does he not know that turkeys are not available thus early in the season? The crop in British Columbia does not commence to be harvested out of the cold storage so soon, and after all, what is Thanksgiving without turkey? But perhaps it is the turkey's turn for a Thanksgiving—in which event he is undoubtedly most thoroughly correct.

GOBBLER.

TO FRANCE.

France, land of the gallant Frank!
France, land of the chivalrous deed!
Land of music, poetry and grace!
How sunny thy skies, how fair thy re-novus!

Thou hast had mighty kings, great leaders!
Heroic women, toiling, thrifty poor!
How art thou changed, fallen from Heaven!

Thy Grand Monarque shed Huguenot blood
Like water;
The light of Jesuit and priest came upon thee;
Therefore Innocence is condemned, wickedness exalted.

Alas for thee, France, thy charm is gone,
thy sun is set!

Victoria, B. C., Oct. 5, 1899.

Victoria Orchestra and Fifth Regiment band at Duncans Sunday.

A LONG TRIP AHEAD.

Boston Lyric Company Close Here Today—Bound for Honolulu

A large audience greeted the Boston Lyric Opera Company at the Victoria theatre last night for their production of "Il Traviatore." It was an enthusiastic audience as well, and as the familiar numbers followed one another in pleasing succession the applause that rolled up to the footlights made the artists feel that they were indeed welcome visitors.

In Leonora, Miss Nellie Andrews added new laurels to those gained in "Cavalletta Rusticana." Her powerful yet sweet soprano seems peculiarly adapted to the music of the part, and in the tower scene she achieved a veritable triumph. Scarcely less in favor was Miss Leekly. Her characterization of the gipsy Azucena was splendid bit of acting. Mr. A. L. Parnley as Mario made a much better impression than on his first appearance, and his duets with Leonora and Azucena were warmly applauded. Mr. Rockwell was in good voice, and "The Tempest of the Heart" was the best vocalization he has yet given Victorians.

The company closes its engagement in Victoria with two performances to-day. At the matinee "Trebizonde" will be the attraction, and with the clever comedians Col. Thompson has on his roster should be one long laugh from beginning to end.

Exchanges credit Messrs. Kunkel and Henderson with having invested their roles of Cabriola, the circus manager, and Tremolani, his clown, with a new dress and up-to-date specialties, that keeps the audience in a continual uproar of merriment.

Miss Katherine McKelvie, the clever contralto, has a prominent part in the piece.

For the last appearance here before their long trip to Honolulu and Australia, the management has reserved "Carmen," one of the most notable of operatic creations. A specially strong cast is promised for tonight, "Carmen" enlisting the services of both prima donnas.

Miss Stanton is cast for the title role, and those who have witnessed her dainty acting and have listened to her altogether delightful singing, the mere announcement will be a guarantee of an enjoyable evening.

In the role of Micaela, Miss Andrews should find a splendid opportunity for her magnificent soprano.

Mr. Rockwell as the dashing Toreador, and Mr. Hallam as Don Jose, complete the cast. Mr. Hallam is said to give a particularly strong impersonation.

The company leaves tomorrow on the Victorian for Portland, their last engagement before crossing the Pacific.

A CHILD CAN USE THEM.

Easy to Dye With Diamond Dyes--No Disappointments or Failures--Colors are Fast to Sun, Soap and Washing.

Do not for a moment imagine that it is a difficult matter to do your own dyeing. It is true the work will be hazardous and disappointing if you use the imitation and crude package dyes sold by some dealers, but when Diamond Dyes are used, it is but little more trouble to get fast and lovely colors than it is to wash and rinse the goods.

Do not allow your dealer to sell you imitations of the Diamond Dyes, on which he makes large profits, but insist every time on having the true, reliable and genuine Diamond Dyes that have stood the tests of long years in our Canadian homes.

Excursion to Duncans.**Sunday, Oct. 8****Band Concert by Fifth Regiment Band.**

A specially prepared programme of new, sacred and popular music will be rendered
Trains Leave Victoria at 9:00 a. m. and 2:00 p. m.

Fare: for the round trip, only 50c.

Bicycles Carried Free.

GEO. L. COURTNEY,
Traffic Manager, E. & N. Ry.**THOMAS EARLE****WHOLESALE GROCER
and IMPORTER.**92, 94 and 97 Wharf Street,
VICTORIA, B. C.

Goods suitably packed for transportation by Sleighs or otherwise.
Requisite Custom House Papers prepared free of charge.

Klondike and Miners' Outfits.**Walter S. Fraser & Co., Ltd.**

Dealers in

HARDWARE

Iron, Steel, Nails, Etc., Pipe Fittings, Etc., Mill, Logging and Mining Supplies, Metallic Shingles, Siding, Etc.

Telephone 3. P. O. Box 123. Cor Wharf and Bastion Sts., VICTORIA, B. C.

CLEARING OUT SALE

OF

BOOTS and SHOES.**Every Shoe in the Store Must be Sold.****WE SHALL CLOSE THE STORE IN TEN DAYS**

Gent's Dongola Bals, \$1.50.

Ladies' Fine Box-calf Welted Shoes, \$1.75.

Dicks' Old Country Boots at Cost.

Clark's Old Country Boots at Cost.

Ladies' Heavy Tan Bals, \$1.00.

REMEMBER WE CLOSE THE STORE IN TEN DAYS**OLD COUNTRY SHOE STORE, 86, YATES ST.**

Sightseeing is a thirsty business.
When at the fair at New Westminster come and drink tea at the Blue Ribbon Tea Exhibit--Served free.

Cattle Men From Calgary

Strong Demand for Beef Created by Kootenay and Klondike Wants.

One of Last Month's Earthquake Shocks Felt in Cassiar.

A few of the last stragglers from the notorious Edmonton trail are now registered at the Dawson in a party composed of E. C. Keighley, H. Robinson, A. E. Longard and J. H. Brown, all from Athabasca. The party have spent the last summer prospecting on the Liard river. Mr. Keighley says that all in destitute circumstances are now, he thinks, out of the country. The Hudson's Bay posts are at any rate well stocked and starvation may not be again looked for. His own souvenir of the terrible experience undergone through were frozen feet. Between McNamee and the lower Dease he felt the earthquake which on September 10 shook Skagway. His party had just sat down for lunch under a big tree when the peculiar sensation overtook them, making the trees sway as in a storm. Mr. Keighley says the Cassiar Central Railway Company is taking small means possible to open up the country.

A. F. Manneer, W. Grant Mackay and Geo. Sage, of Calgary, are at the Liard, having arrived last evening after a leisurely trip to the coast. They attended both the Ashcroft and New Westminster exhibitions and at the former place were particularly surprised on being taken to the choicest fruit they had ever seen. One of the two owned until a short time before coming to the coast, a large cattle range, and consequently was a contributor to the immense shipments constantly going forward to the old country and latterly to the Kootenay. The stock is generally bought in Manitoba, when a year old taken to the ranges and kept there until they become full grown and ready to kill, and it is these which bring the ranchers from \$38 to \$50 apiece. Mr. Sage said last evening that this fall there is very keen rivalry in cattle buying about Calgary between a big Manitoba firm and Pat Burns, the two representing the old country and coast markets respectively. The northern and Kootenay markets are creating a better demand for the stock and prices which last year were somewhat low have improved, being now on an average of about \$45 a head.

Victoria hotels last evening accommodated a number of the up-country visitors to the fair at New Westminster, who came down to visit the Capital before returning home. There were staying at the Dominion G. T. Mallory, Geo. E. Welsh, J. N. Moore and Otis Meyers, of Kamloops; W. Hault and J. Brown, Revelstoke; M. M. Woodward, of Lower Nicola, and Mrs. and Miss King of Calgary.

Mrs. W. B. McLennan arrived from the Sound yesterday to rejoin her husband, who has just returned from Dawson. Both are guests at the Queen's. J. E. Mallin, newspaper man of Walla Walla, and his bride are spending their honeymoon in Victoria and are guests at the Queen's.

Dr. D. B. McGilivray, of Toronto, has come West to locate in Victoria. He is a guest at the Dominion.

Capt. J. S. Gibson, of the Cheminists mills, registered at the Victoria yesterday.

E. P. Brown, the owner of a saloon in Nagasaki, is staying at the Dominion.

W. R. Robertson, M. P. P. of Cowichan, is a guest at the Victoria.

"Follow the band" to Duncans Sunday. Trains leave 9 a.m. and 2 p.m. Return fare fifty cents.

RING EVENTS.

New York, Oct. 6.—At the Broadway Athletic Club to-night George McFadden knocked out Kid Lavigne in the 19th round.

Chicago, Oct. 6.—The bout between Kid McCoy and Joe Choyinski to-night was decided a draw at the end of the 25th round.

CHRISTIAN ENDEAVOR.

Montreal, Oct. 6.—The principal feature of the Dominion Christian Endeavor convention to-day was an address by General Secretary Baer in reply to a local address of welcome. Among other things he discussed the possibilities of a conflict in South Africa, expressing hope that Great Britain would not be drawn into the horrors of war.

AT TIMES YOU ASK

At times you ask where you shall go when your physician's prescription demands immediate and careful attention. We solicit this trade, as we are in a position to assure you prompt attention, great care, and a long experience in the compounding of drugs and medicines.

Infants' Foods and Feeding Bottles.

Our stock of fancy and standard toilet preparations is unsurpassed, and prices to meet your views.

We are prepared to supply you with Paine's Celery Compound, the great popular medicine of the day. We recommend it as reliable and honest.

Dean & Hiscocks,
Druggists,
Cor. Yates & Broad Sts. Victoria, B. C.

Finance and Commerce

Commercial Agencies Report Continuance of Wonderful Prosperity on This Continent.

By Associated Press.

New York, Oct. 6.—Broadstreets will say to-morrow. Distributive trade is active, railway earnings heavy, prices still tend upward, and bank clearings increase, while failures lessen. In industrial affairs activity is widespread and strikes are fewer and less costly than in years, though lessened by holidays. Bank clearings, swelled partly by general business expansion, tend to enlarge as the season advances. Business failures are apparently at a minimum, and liabilities are certainly less than for many years. Prices as a whole manifest aggressive strength. Farm products are especially prominent in this direction, the South's great staple, cotton, owing to short crop and active speculation, leading in extent of gain with an advance of nearly half a cent for the week, of nearly 2 cents as compared with a year ago, and of quite as much as compared with the low-water price touched in the season of 1898-99. The manufactured article is strong in sympathy with the raw product, but is also strengthened by reported active dealings in print cloths and by the fact that manufacturers of most lines of staple cottons are heavily sold ahead. War rumors have played an important part in the week's operations, tending in some respects towards checking the buoyancy of cotton, affecting London wool sale prices and strengthening the tone of wheat and other cereals, which are strong in the face of heavy increases in the visible supply. Wool has been in active demand by manufacturers, and is higher at most markets. Woolen goods retain all of their old strength, and some classes still tend upward. Dairy products reflect weather conditions in higher prices. Anthracite coal has been marked up at late water, as was predicted some weeks ago, and demand is brisk. Hides and leather are strong and higher. Iron and steel hold all of their old strength, the former on heavy buying at Pittsburgh and further west, while large quantities of steel rails have been bought by leading railroads, and further heavy business is under consideration. One large manufacturing combination, though itself a heavy producer of pig-iron, is reported to have bought \$50,000 tons of steel rails from the top. Export trade in Southern iron has almost wholly ceased, and there is talk of re-importing some already shipped.

New York Exchange.

New York, Oct. 6.—With the exception of some profit-taking sales in the last hour of today's market, the movement of prices was upward almost without interruption. The demand was in part due to the fact that the supply of stocks proved ample, even at the high prices, except in a few cases, notably Southern Pacific, which met large offerings at 38. Stocks closed:

American Cotton Oil	41
American Tobacco	123 1/2
American Sugar	141 1/2
Amalgamated Mining Company	40 1/2
A. T. & S. F. (all paid)	40 1/2
A. S. & W.	40 1/2
Baltimore & Ohio	49 1/2
B. R. T.	87
C. & O.	24 1/2
C. B. & Q.	123 1/2
Chicago Gas	123 1/2
C. M. & St. P.	124 1/2
Con. Tob. Co.	43 1/2
Con. Gas. N. Y.	188 1/2
Col. Fuel & Iron	55 1/2
C. C. & St. L.	55 1/2
D. L. & W.	190
D. & H.	123 1/2
D. & P.	74 1/2
Federal Steel	74 1/2
General Electric	118
Jersey Central	109 1/2
L. & N.	70 1/2
Manhattan Elevated	107 1/2
Missouri Pacific	45
Metropolitan Railway	107 1/2
Northern Pacific, com (new)	72 1/2
Northern Pacific, pfd (old)	74
N. Y. C. & H. R.	134 1/2
N. Y. L. & W., 1st pfd	30 1/2
N. Y. C. & W.	24 1/2
N. Y. Airbrake Co.	102 1/2
Pacific Mail	57 1/2
Pressed Steel Company	57 1/2
P. & R. (all paid)	21 1/2
Pullman	190
Southern Railway, com	115 1/2
Southern Pacific	37 1/2
T. C. & I.	115 1/2
Texas & Pacific	19
United States Leather Co.	14 1/2
United States Rubber, com	48 1/2
U. P. com	43 1/2
Wabash	7 1/2
Western Union	87 1/2
C. P. R. in London (ex-div.)	92 1/2
Commercial Cable, in Montreal	84

Bar silver 57 1/2; Mexican dollars 84; silver certificates 58 1/2; 50c. exchange; Copper dull; brokers 18 1/2; 18 1/2; exchange 15 1/2; Lead quiet; brokers \$4.40; exchange \$4.60; Tin; Armistice; straits \$3.22 1/2; plates steady; Spelter quiet; domestic \$5.45; 55.55. Rosh steady. Turpentine firm; pig iron steady; Northern \$19.00; 23.50; Southern \$19.00; 23.50.

Chicago, Oct. 6.—Lending features closed as follows: Wheat—Oct. 70 1/2; 70 1/2; Dec. 72 1/2; 72 1/2; May 75 1/2; Corn—Oct. 31 1/2; Dec. 31 1/2; 31 1/2; May 31 1/2; 31 1/2; Oats—Dec. 22 1/2; May 24 1/2.

Local Share Market

[Reported by Cuthbert & Co.]

FRIDAY, Oct. 6.

The mining market at the present time is decidedly dull. The activity of a few weeks ago led investors to believe that the market had recovered permanently from the depression of the summer, but it is evident they were mistaken. Of course there were indications a few weeks ago of a better feeling between mine owners and their men, and it was hoped that work would be resumed on the largest mines. Unfortunately, these hopes have not been realized, and the dispute does not seem any nearer its end than it was then. The drop in War Eagle from \$5.02 to \$3.02 has been a tendency to discourage investors. This drop could be looked for, as the price of shares was altogether unwarranted by the dividends paid, and we have constantly for the past few months advised our clients to get out of their War Eagle holdings. No sane man would keep his money in a mine for the sake of a

6 per cent. dividend. He should receive at least 12 per cent., in order to get back his principal with his interest. All the industries, therefore, are bound to remain quiet until influences of an opposite nature are brought to bear upon it. This change may be looked for in the natural course within a few weeks. The winter is always the most active season in many of the richest mining districts, as evidenced by the increase in shipments. Until then investors must possess their souls in patience. Quotations are unchanged.

Shares and Produce.

(Reported by F. S. Taggart & Co.)

CHICAGO, Oct. 6.

Open. High. Low. Closed

Wheat—

May 70 1/2 70 3/4 70 1/2 70 1/2

Dec. 73 1/2 73 3/4 73 1/2 73 1/2

Corn—

May 31 1/2 31 3/4 31 1/2 31 1/2

Dec. 30 1/2 30 3/4 30 1/2 30 1/2

Port—

Jan. 97 1/2 97 3/4 97 1/2 97 1/2

Dec. 82 1/2 82 3/4 82 1/2 82 1/2

NEW YORK, Oct. 6.

Ann. Sugar 141 1/2 141 3/4 141 1/2 141 1/2

C. B. & Q. 123 1/2 123 3/4 123 1/2 123 1/2

C. M. & St. P. 124 1/2 124 3/4 124 1/2 124 1/2

Manhattan 107 1/2 107 3/4 107 1/2 107 1/2

People's Gas 109 1/2 109 3/4 109 1/2 109 1/2

C. R. I. & G. 123 1/2 123 3/4 123 1/2 123 1/2

Ann. Tobacco 123 1/2 123 3/4 123 1/2 123 1/2

A. T. & S. F. pfd 62 1/2 62 3/4 62 1/2 62 1/2

C. P. pfd 70 1/2 70 3/4 70 1/2 70 1/2

C. & O. 24 1/2 24 3/4 24 1/2 24 1/2

A. T. & S. F. com 20 1/2 20 3/4 20 1/2 20 1/2

L. & N. 70 1/2 70 3/4 70 1/2 70 1/2

B. R. T. 87 1/2 87 3/4 87 1/2 87 1/2

N. Y. C. & H. R. 134 1/2 134 3/4 134 1/2 134 1/2

C. P. pfd 92 1/2 92 3/4 92 1/2 92 1/2

C. P. com 43 1/2 43 3/4 43 1/2 43 1/2

A. S. W. com 49 1/2 49 3/4 49 1/2 49 1/2

Healthy, happy children make better men and women of us all. A little care and a little planning before birth is often more important than anything that can be done after. On the mother's health and strength depend the life and future of the children. A weak and sickly woman cannot bear strong and healthy children. Most of the weakness of women is uterine in origin. Proper care and proper medicine will cure almost any disorder of the female organism. Dr. Pierce's Favorite Prescription has been tested in thirty years of practice. It is healing, soothing, strengthening. It is perfectly natural in its operation and effect. By its use thousands of weak women have been made strong and healthy—have been made the mothers of strong and healthy children. Taken during gestation, it makes childbirth easy and almost painless, and insures the child being of both mother and child. Send 31 cents in 1-cent stamps to World's Dispensary Medical Association, Buffalo, N. Y., and receive Dr. Pierce's 1008 page "Common Sense Medical Adviser," profusely illustrated.

Go to Duncans Sunday; 50 cents round trip.

LOCAL NEWS.

Set for To-day.—The hearing of D. L. Williams, charged with the theft of Assayer Carmichael's coat and other property, will take place to-day. He is expected to enter a plea of guilty.

Business Changes.—Messrs. K. W. Nevins and O. L. Royd have purchased the I. X. I. cyclery from Mr. Louis Blank. Both young men are well and favorably known in Victoria and will no doubt make a success of their new venture.

Supplementing the Reward.—At the next meeting of the city council Ald. Williams will move that a reward of \$200 be offered by the city for the apprehension of the murderer of Mrs. Agnes King, this being in addition to the \$500 offered by the province.

For the Gym.—On Tuesday evening in Semple's hall a concert consisting of a programme of vocal and instrumental music, recitations, etc., will be given. The funds are to be used in the building of the new gymnasium and athletic rooms to be erected by the Victoria West Athletic Association. Some of the best local talent have promised to assist.

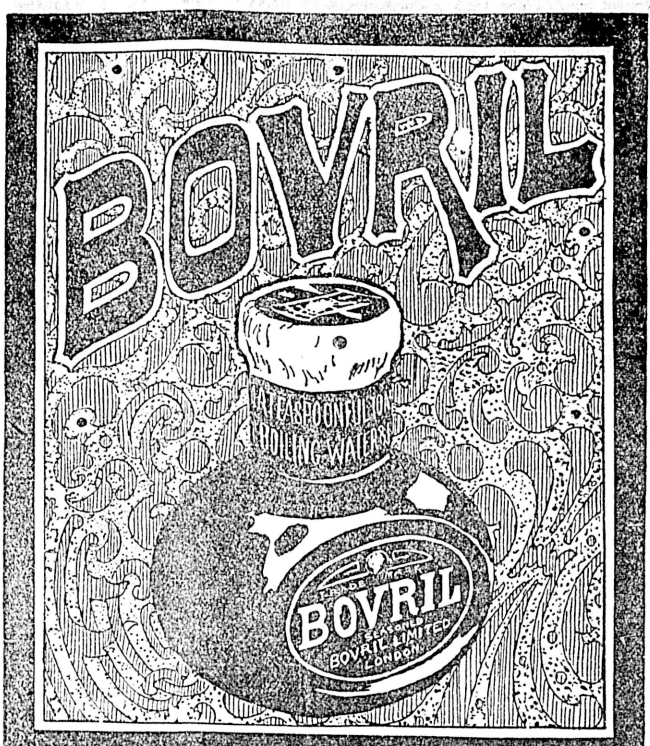
Not a Dangerous Man.—Antonio Ferrario, who was arrested on the Indian reservation last Thursday night, having occasioned considerable needless alarm to a young lady passing that way with a number of companions, is still held as a vagrant for trial to-day. His record has been investigated and the result is favorable to him.

A Father's Predicament.—When the case of Frederick Stoddart, charged with feloniously breaking into and entering S. A. Stoddart's jewelry establishment on Yates street was called yesterday, the father (and prosecutor) asked to withdraw the charge. This could not be permitted, and the hearing will take place on Monday. The son had only just returned from California, and his father did not know of his arrival until the burglary—and the arrest. He now declares that the boy must be set free or his family will be broken up.

Well Patronized.—Victoria's palace of varieties, the Savoy, has been playing to good houses all the week. The programme commences with a well staged and cleverly produced burlesque entitled "The Two Dromios," by John A. Flynn, which introduces some clever marches. The balance of the performance is well up to the usual high class standard which patrons of this house always expect and always get. The programme concluded with Arnold's wonderful equestrian performance. He should certainly be seen. Next week there will be an entire change of bill with fresh novelties.

Women May Vote.—At the Centennial mock parliament last night the Women's Franchise Enabling Bill passed the house by a large majority. The measure was introduced by the Hon. Mr. McIntosh. He was supported by the Hons. Morris, Black, Schofield and the Premier for the government, while the leader of the opposition and Messrs. Campbell, Berkeley and Tait assayed to criticize the wisdom of granting the suffrage to the ladies. The vote stood 14 to 5 and the burst of hearty applause showed the approval of the government's move. Towards the close the Hon. leader of the opposition discovered a grave "constitutional" question which may prove subject matter for debate at the next sitting which will be two weeks hence.

Important Changes Contemplated.—The police commissary is dissatisfied with the case of members of the force who though long in the service are reported by the chief as inefficient, and the action to be taken is now being considered. The temporary enlistment of additional constables to meet the extra work now on hand was authorized. The questions of establishing a pension fund and of employing Mr. St. Clair as physical instructor are held for further consideration. In the case of the death in one of the cells of Michael Lane, a blue-jacket, during August last, a complaint was received from Admiral Beaumont, as an outcome of which the following was passed: "Resolved, that in the case of an unconscious person, whether drunk



BOVRIL is a combination of all the nutritious constituents of Fresh lean beef with the Stimulating properties of Extract of Meat.

BOVRIL is infinitely more nourishing than Extract of Meat or Home Made Beef Tea.

or otherwise, being lodged in the police station, the medical officer be called to see the patient and give the necessary instructions as to treatment."

MINERAL ACT, 1896.

(Form F.)

CERTIFICATE OF IMPROVEMENT.

NOTICE.

"Struan" Mineral Claim situate in the Victoria Mining Division of Goldstream District.

Where located.—On Mt. Skirt adjoining the "Lubbe" Mineral Claim.

Take notice, that I, Duncan Stewart, of the City of Victoria, in the Province of British Columbia, Free Miner's Certificate No. 50706A intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvement, for the purpose of obtaining a Crown Grant of the above Claim.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificate of Improvement.

Dated this 12th day of August, 1899.

DUNCAN STEWART.

Take notice that Louis Blank has this day sold all his interest in the business lately carried on by the L. X. I. Bicycle Shop, on Government street, in the City of Victoria, B. C., to Roy William Nevlin and Clement Leopold Royds. All parties having accounts against the said business are requested to send the same forthwith to the undersigned, and all persons indebted to the said business are also requested to pay the amount of their indebtedness to the undersigned.

Dated this 4th day of October, 1899.

R. W. NEVIN.

C. L. ROYDS.

A VANCOUVER LADY

Cured of Asthma After Eight Years of Almost Constant Suffering—She Says the Absolute Freedom From the Disease Seems Like a Dream—Clarke's Kola Compound Cures.

Mrs. J. Wise, Mt. Pleasant, Vancouver, B. C., writes: "I have been a great sufferer from bronchial asthma for the past eight years many times having to sit up nearly all night. Through the advice of a friend who had been cured by Clarke's Kola Compound I resolved as a last resort to try it. The first bottle did not relieve me much, but before I had finished the third bottle the attacks ceased altogether, and during the past six months of damp and cold weather have not had a single attack. It seems something like a dream to be free from this worst of all diseases after so many years of suffering. I have since my recovery recommended this remedy to others suffering as I was, and know many others in this city whom it has cured. I consider it a marvelous remedy, and would urge any person suffering from this disease to try it.

Three bottles are guaranteed to cure. A free sample bottle of Clarke's Kola Compound will be sent to any person. Address The Griffiths & Macpherson Co., Ltd., Canadian agents, 121 Church street, Toronto, Ont.

Clarke's Kola Compound should not be confused with the other Kola preparations on the market, as this is altogether a different preparation, designated especially for the cure of asthma. All druggists. Price \$2.00 per bottle.

NOTICE.

Application will be made at the next sitting of the Board of Licensing Commissioners for the City of Victoria for a transfer of the license now held by me to sell spirits and fermented liquors on the premises known as the White Horse Saloon, corner of Yates street, Victoria, unto William Bennett Reid.

Dated this 6th day of September, 1899.

Witness: JAMES M. BARKER.

J. P. WALLS.

APIOL & STEEL PILLS

A REMEDY FOR IRREGULARITIES Superseding Bitter Apple, Pils Ochia Pennoryal, &c.

Order of all Chemists, or post free for \$1.50 from EVANS & SONS, LTD., Victoria, B. C.

Martin, Pharmaceutical Chemist, Southampton.

CUSTOMS BLANKS

All the New Forms Required by the New Customs Regulations Are to be had at the office of THE COLONIST in any quantity desired

NOTICE.

Young Street, between Michigan and Toronto Sts. is closed to Traffic.

C. H. TOPP,

City Engineer

EVERY CANADIAN LADY
who has not worn a JOHN NOBLE COSTUME would do well to order one now. JOHN NOBLE'S Canadian customers are constantly increasing, and hundreds of letters have been received from them declaring the value to be far and away superior to anything of the kind obtainable in the Dominion. The explanation is that this firm being the Largest Costume Manufacturers in the World, possesses unequalled facilities for economic production.

THREE GOLD MEDALS AWARDED.

The John Noble COSTUMES
\$2.56. \$4.50.

Worn Throughout the world. The Best Value ever offered to Ladies. They are stylish in design and are made and finished to perfection in two very durable and good-looking cloths: The JOHN NOBLE CHEVOT SERGE a stout, weather-resisting fabric, and the JOHN NOBLE COATING, a cloth of lighter weight and smoother surface.

PATTERNS sent post FREE
A FULL DRESS LENGTH of either cloth (54 in. to 56 in. wide for 50 in. length). When ordering, please state colour—\$1.80 and under size required.

COLOURS are Black, Navy, Brown, Grey, Green, Hazel, Royal Blue, & Crimson.

THE THREE STOCK SIZES are 34, 36, and 38 round bust, and 24, 26, and 28 waist. Skirts being 35, 37, and 39 long in front. Any other size can be made to order.

LADIES OWN DESIGNS can be specially made to measure in any kind of Dress Fabric, at most moderate charges. PAT. & ESTIMATES sent post free.

Model 1352.
Consists of Costume Skirt and Jacket. The skirt is made of velvet over shoulder and down to waist in front, and is with lace-trimmed collar, trimmed with a narrow lace band. The effect is elegant. Price \$2.56 complete. Carriage, 65c. Skirt alone, \$1.35. Carriage, 45c.

Model 1408. Ladies' Outfit.
Consisting of Costume Skirt, Norfolk Bodice and Double-Breasted Coat. The skirt has in velvet pleats, the bodice is the ever-fashionable Norfolk style. The coat is made of velvet and the coat is an up-to-date tailored model every seam bound and beautifully finished throughout. Price for the complete outfit (sleeves) only \$4.50. Postage, 35c. extra. Skirt alone, \$2.56. Carriage, 65c. Bodice and Coat alone, \$1.80. Postage, 35c. extra. Skirt and Coat alone, \$3.40. Postage, 35c. extra.

THE JOHN NOBLE KNOCKABOUT frocks are just the thing for growing girls, and young ladies, full sleeves and high collar. Lengths are from 21 to 45 in. (from top of neckband to bottom of skirt in front). Prices are 21 in. \$1.25, 23 in. \$1.40, 25 in. \$1.55, 27 in. \$1.70, 29 in. \$1.85, 31 in. \$2.00, 33 in. \$2.15, 35 in. \$2.30, 37 in. \$2.45, 39 in. \$2.60, 41 in. \$2.75, 43 in. \$2.90, 45 in. \$3.05. Carriage, 35c. extra.

THE best way to remit by Money Order Bankers, London City & Midland Bank, 100, Abchurch Lane, LONDON, E.C. 4.

WHEN ORDERING AND SEND DIRECT TO—

JOHN NOBLE, LTD., BROOK STREET MILLS, MANCHESTER.

Bank of British Columbia

(Incorporated by Royal Charter, 1862.)

CAPITAL (with power to increase) \$600,000 \$2,020,000

RESERVE \$100,000 486,000

HEAD OFFICE, 60 LOMBARD STREET, LONDON, ENGLAND.

BRANCHES:

IN BRITISH COLUMBIA—Victoria, IN THE UNITED STATES—San Francisco, New Westminster, Nanaimo, Kamloops, Nelson, Sandon, Francisco and Portland, Roseland.

Agents and Correspondents.—IN CANADA—Canadian Bank of Commerce, Merchants' Bank of Canada, The Moisons Bank, Imperial Bank of Canada, Bank of Nova Scotia and Union Bank of Canada. IN UNITED STATES—Canadian Bank of Commerce (Agency), New York; Bank of Nova Scotia, Chicago. IN AUSTRALIA

THE WEATHER.

Meteorological Office.
VICTORIA, Oct. 6-8 p. m.
WEATHER SYNOPSIS.

The area of high pressure is central of the Washington coast, and fair weather has been general over British Columbia and the Canadian Pacific. The high will probably control the weather for the next day or two.

TEMPERATURES.

Victoria	45	64
New Westminster	40	62
Kamloops	40	62
Barkerville	40	62
Winnipeg	36	56
Portland, Ore.	36	56
San Francisco, Cal.	50	68

FORECASTS.

For 24 hours from 5 a. m. (Pacific time)
Saturday:
Victoria and vicinity—Westerly winds; fair; moderate temperature.
Lower Mainland—Southwesterly winds; fair; not much change in temperature.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p. m. Observations taken daily at 5 a. m., noon and 5 p. m.

FRIDAY, Oct. 6.

5 a. m.	53	Mean	54
Noon	61	Highest	64
5 p. m.	60	Lowest	45

The velocity and direction of the wind were as follows:

5 a. m.	9 miles west.
5 p. m.	12 miles west.

Average State of Weather—Fair.
Rain—0.2 inches.
Sunshine—7 hours 36 minutes.
Barometer at noon—Observed.....30.254
Corrected.....30.255

PASSENGERS.

By steamer Islander from Vancouver:

J. B. McKilligan.	W. Clarke.
C. A. Greig.	Mrs. Clarke.
C. Cameron.	E. Abbott.
F. J. Wheeler.	A. Babin.
W. R. Robertson.	D. R. Ker.
K. A. McKillop.	C. G. Hinton.
H. A. Spencer.	R. B. Ward.
J. Shoup.	R. Ransley.
F. Carroll.	J. P. Walker.
A. Johnson.	J. D. Walker.
A. S. S. S.	M. Steele.
G. Seattie.	W. Brydon.
Mrs. Shaw.	Geo. Wynne.
Miss Bryant.	Rev. W. D. Barber.
J. Shaw.	L. Liddell.
E. Dewdney.	Mrs. C. M. Prescott.
Rev. Barracough.	M. Atkinson.
W. Bland.	W. H. Hoffman.
Mrs. Bland.	N. M. Lipper.
Miss Graves.	H. Royer.
G. Mathews.	L. O. Brookfield.
Mrs. Mathews.	L. E. Brookfield.
Miss Williams.	Geo. Murray.
Miss Baker.	T. Macbride.
S. E. E.	Miss Mackay.
I. N. S.	Mrs. Mackay.
L. McKenna.	E. Sprague.
Mrs. Ferguson Pollock.	E. Sprague.
Mrs. Esbridge.	

By steamer Victorian from the Sound:

J. Mullinix.	W. Ross.
Mrs. J. Mullinix.	J. Brown.
Mrs. J. Walker.	A. George.
J. Lippincott.	B. T. Robinson.
W. Vandergucht.	E. T. Hall.
Mrs. Vandergucht.	G. Brown.
Mrs. Nelson.	G. Miller.
Miss Ross.	Geo. Hannah.
Mrs. Jas. Brown.	Mrs. Miller.
Mrs. McDonald.	Miss Morse.
J. J. Morrell.	J. Melon.
W. P. Bird.	O. Butler.
A. J. Farrell.	J. McGuire.
W. A. Walker.	

CONSIGNEES.

By steamer Islander from Vancouver:

James Holden & Co.	Giant Pdr. Co.
J. H. Baker.	Furner, Beeton & Co.
J. A. S. J. R.	C. J. Kelly & Co.
J. Munday.	S. Powell & Co.
F. W. Wallenstein.	B. C. Jobbing Co.
Agent C. P. R.	E. G. Prior & Co.
C. S. Haynor.	B. R. Chumbranes.
ohns Bros.	H. L. Salmon.
Geo. Watson.	C. J. Kelly & Co.
Hewitt Bostock.	Watson Bros.
E. H. Anderson.	Vic. & Esq. Tel. Co.
H. L. Salmon.	Geo. Forrest.
F. G. Hitt.	S. Lelser & Co.
Lenz & Lelser.	W. A. Walker.
S. Reid.	Dom. Ex. Co.
Fleming Bros.	B. Williams.

By steamer Victorian from the Sound:

J. H. & Co.	Chris. Morley.
Pope Staty Co.	R. P. Richey & Co.
W. Bowness.	H. B. & W. Co.
Nicholles & Renout.	G. L. Schothy.
P. F. Collier.	H. E. Levy.
Braden Bros.	R. Kilpatrick.

A. A. Advani, a wealthy Hindoo Brahmin of his caste, is visiting in Chicago. He is an indigo merchant, has travelled widely and is a graduate of the University of Bombay. He speaks five languages, including English, is tall and of commanding appearance, and proudly confesses himself a Buddhist. He says, however, that in India Christianity is gaining ground, and eventually will drive out both Buddhism and Mahometanism.

THE NERVES TELL OF DANGERS AND PERILS.

Paine's Celery Compound

REPAIRS THE NERVES AND TISSUES,
BANISHES DISEASE,
GIVES FRESH RED BLOOD
AND PERFECT HEALTH.

The nervous system is a wondrous complication, and should at all times work with perfect harmony. When the working of the nervous system is undisturbed, good and vigorous health is always maintained.

The woman who suffers from nervous prostration, hysteria or hypochondria, has nerves affected that communicate directly with the brain, and if care is not exercised, she may become a fit subject for an asylum.

It should be well understood that dyspepsia, liver and kidney troubles and blood diseases have a profound effect on certain groups of nerves. These nerves or sensitive agents give us the first true warnings of dangers and perils.

When the nerves indicate the first symptoms of disease, the ailing man or woman should without loss of time make use of Paine's Celery Compound, nature's true nerve food, blood cleanser and flesh builder.

Medicinal experience points to Paine's Celery Compound as the true and unfailing banisher of disease, the only medicine that thoroughly breaks up and drives out the nervous system, that dissipates debility, sleeplessness, neuralgia, rheumatism and blood troubles. It is the friend that brings perfect sleep, sweet sleep, tranquility and mental peace. If you have not yet used or heard of Paine's Celery Compound, ask one of your friends or neighbors who have received new life from its use. They will gladly and joyfully recommend it.

Last Witness Examined.

All the Evidence in Regina vs. the Union Colliery Company.

The Counsel and Judge Will This Morning Address the Jury.

The last of the evidence in the case of Regina v. the Union Colliery Company was put in yesterday and this morning counsel will deliver their address to the jury and Mr. Justice Walkem his charge. As the addresses will be of considerable length and the jury will have a lot of evidence to consider it will undoubtedly be late to-night before a decision will be arrived at.

Yesterday's evidence was entirely of an expert nature and supported the contention of the defence that something unusual occurred to cause the bridge to give away and that the condition of the timbers was not responsible for it.

The first witness was Mr. D. McLaughlin, who said he had been a bridge carpenter off and on for 17 years. At present he was in charge of the Union Colliery Company's plant at Union Bay. In 1888 he was in charge of the gang on the company's railway. He inspected the Trent river bridge in 1895, when the foundations were repaired. In 1896 the foundations were replaced and the bridge generally repaired and again in 1897 the bridge was repaired. About 7,000 feet of lumber was used in 1895, 50,000 in 1896 and 20,000 in 1897. The cords were bored in 1896 and the braces in 1897. He reported verbally to Mr. Little, the manager, in 1897, that he considered the bridge would last until the summer of 1899. After the accident he made an examination of the work and found the cords lying at right angles with the track and the broken ends of the span lying up stream. He noticed the broken ends and found that they had been broken by decay. The wood was partially rotten. This partial rot was caused by the timbers being bolted together with key blocks between. The bridge never collapsed from actual fair usage. The rotten wood never caused the collapse of the bridge. There was some unusual cause, either the vibration of the span or some concussion. The piers and trestling at the wharf and were driven 18 to 20 inches in the direction the train was running. It would take a great force to do this, about 30 tons in the top deck being effected beyond the span. The cords were affected, the piece in court being the worst that could be found.

The witness showed exactly on the plan where the broken timber in court had come from, his marks made at the time the bridge was built being still on them. The timber, he said was the fifth panel in the bridge, the next panel to the centre one. He took the deflection of the bridge in December, 1897, and it was taken afterwards by Mr. Wark. In clearing away the debris after the wreck he found lots of evidence that the accident had not been caused by rotten wood. Good evidence of this was the position in which the cords fell, they being five feet out of plumb and six truss rods in the fifth panel being broken. None of the braces were crushed, there was not a casting that had been removed from place, and there was not a piece of wood in the whole span that had been crushed under the castings. After the coal had been removed he saw the broken axle on the ground.

To Mr. McLean witness told of the work he had done on railway bridges in Manitoba and British Columbia since 1880 and he repeated the details of the work that was done on the Trent river bridge in the years 1895-6 and 7. The cords and braces were bored in 1895 and the men who did the work said there was rot in the braces but he did not remember them saying there was rot in the cords. In 1896 some rot was found in some parts of the cords. There were about 100 borings made in the cords and rot was found in about a dozen places.

From an engineer's text book Mr. McLean asked the witness a number of questions to find out if he was competent to give an opinion as to what deflection could be allowed in a bridge. The witness replied that he was competent to take the deflection and it was for the engineers to decide if a bridge was safe. Having taken the deflection he could by reference to text books tell what deflection would be allowed. The defective power decreased and the liability to break increased with age. Witness could not say how the accident happened. There were many theories.

Mr. McLean—Well the theory is that an axle broke and drove the bents out of place.

Witness—I did not say so. There are many ways in which the accident might have been caused.

Mr. McLean—Why, then, did you tell of the bents being out of place?

Witness—Because I saw them out of place. I also mentioned the broken axle because I saw it on the ground. In my opinion the truss rods broke before the cords through vibration or concussion, as the cords could not have broken with a five-eighths deflection. I cannot say that it was caused by a broken axle as I don't know.

In the coroner's report of the witness' evidence before him witness was made to state that in 1896 he reported to Mr. Little that the bridge should be abandoned after another summer. He pointed out that before the close of the inquiry he corrected that. What he reported to Mr. Little was that the bridge would stand until the summer of 1899.

Mr. McLean having concluded his cross-examination, the court adjourned at 12:30 until 2 o'clock.

AFTERNOON SESSION.

On the re-assembling of the court in the afternoon Mr. Pooley commenced the re-examination of Mr. McLaughlin, who said that as long as the repairs were going on the bridge was under constant examination. The rot found in 1896 was near the ends of the cords and not where they were broken. When he finished the repairs in October, 1897, he considered the bridge a good one. In December, 1897, he again took the deflection of the bridge.

To the Court—The break was 55 feet from the end of the right bottom cord nearest the wharf and 60 feet from the end of the lower left cord.

Andrew McKnight, master mechanic for the Union Colliery Company, said that on the Saturday previous to the accident he drove the engine drawing a train of cars from the mines to the wharf. He crossed the bridge six times that day and did not notice anything wrong with it. He examined the wreck after the accident. The engine fell head first, the boiler being telescoped into the

smoke box. He examined the bents at the Union side of the river and found three of the ties bunched as though something had caught them. A train coming down to the bridge would come without steam, but 150 yards before reaching the span it was necessary to put on steam again.

To Mr. McLean—The engine loaded with water weighed 110,000 pounds and the tender 60,000 pounds. A loaded coal car would weigh 33 tons.

To Mr. Pooley—The rails were lying in their places on the ties but three of the ties had been bunched. There could not have been more than one coal car on the span with the engine and tender.

John Harwood, track foreman for the Union Colliery Company, stated that he went over the line every day but on the day of the accident did not go over as he had met with an accident the day before.

The day of the accident he heard from his boys the train going on the bridge. She was steaming hard. John Harwood, a bridge carpenter, who worked for the Union Colliery Company on the Trent river bridge in 1895 and 1896, told of the work done to keep the bridge in repair. He bored the cords and considered them good. The timber he bored was slightly blackened from the iron bolts. He considered the bridge a good one in 1897.

Mr. H. P. Bell, C. E., the next witness, said he had had thirty years' experience as an engineer. On the day after the accident he went to Trent river and examined the wreckage. The witness then went into a long scientific and technical explanation of how the bridge was found, and gave it as his opinion that the bridge had not collapsed on account of bad timbers but as the result of some unusual occurrence that forced it ahead and out of place. He explained by the diagram how this could be caused, and said that the position the timbers were found in was evidence of it. From an \$50 ton train running at the rate of two miles an hour, such as was the coal train on the day of the accident, stopping suddenly, the impact would be twenty million pounds and would have carried away the bridge the day after it was built. He concluded that the truss had been moved, and meeting with an obstruction had broken up. The truss had not failed until the end bent had been driven in. The train momentum could not have been converted into impact without something obstructing the train. It was possible that a broken axle had caused the accident. There was evidence on the scene the day after the accident that some such force had caused it. The factor of safety, which in the Trent river bridge was 19, made allowance for rot in the timbers. The bridge was capable of doing the work for which it was built and would be still standing if it had not been for some unusual accident. Five-eighths of an inch was a moderate deflection in a bridge, and when a year later the deflection was but three-quarters of an inch, it showed that the deterioration was slow. The bridge did not collapse on account of the rotten wood produced.

Mr. McLean asked the witness a number of questions regarding the Point Ellice bridge accident. As to the Trent river bridge disaster, he thought was not a guess but was based on scientific facts. To Mr. Pooley—The Douglas fir has a life of from 10 to 12 years, of course dependant upon when it was cut and how treated. There was no reason why an eight-year old Douglas fir bridge should be condemned simply because it was that old.

At the conclusion of Mr. Bell's evidence the court adjourned until this morning.

Sacred band concert at Duncans Sunday. Trains leave 9 and 2. Return fare 50 cents.

FAME'S PATHWAY.

The recent reinforcement of the followers of John Brown around the grave of their leader at North Elba, in the Adirondacks, was accomplished almost entirely through the efforts of Miss Katherine McClellan, who is one of the greatest admirers of the old abolitionist.

The new director of the St. Petersburg is Lieut.-General Schilder. Thirteen years ago Schilder published a life of General Todleben, and he is now at work on a monster biography of Emperor Alexander I., of which four volumes are completed and 16 more are to follow.

No successor to Dr. E. E. Hale in the pulpit of the South Congregational church of Boston has yet been chosen, nor is it likely that a selection will be made this year. Dr. Lyman Abbott will all the pulpit in January, Dr. T. R. Sheer on October 29 and Dr. De Normandie and Dr. Hale himself on other dates.

Miss Annie Russell Allen of St. Louis, who has married the Duke of Montefeltro, an Italian nobleman, is the lady who about six months ago broke her engagement with Count Paul Festetics of Hungary, when she learned that he had been making a private but unusually thorough inquiry as to the extent of her fortune.

Twenty-seven years ago Booker T. Washington left Charleston, W. Va., a penniless colored boy and walked to Hampton to try to get an education. When he returned to Charleston recently as the guest of the city he was received by the mayor and officials and was greeted at the opera house by 2,000 enthusiastic admirers.

Dr. John Archibald Fairlie has been appointed lecturer on municipal administration at Columbia university. He was born in Glasgow in 1872, and was graduated from Harvard university in 1895, where he spent two years in post graduate study and as an assistant in history. He received the degree of Ph. D. at Columbia in 1898, and during the present year has served as secretary of the special committee appointed by Governor Roosevelt to determine the future policy of the state in regard to canals.

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KIPLING'S TIMELY VERSE.

"Stewards of the Judgment, Suffer Not This King."

London, Sept. 20.—The Times applies to President Kruger and the crisis in South Africa a spirited poem by Rudyard Kipling, published in its columns to-day. Mr. Kipling describes an old, despotic King as

Sloven, sullen, savage, secret, uncontrolled—Laying on a new land evil of the old.

He concludes the poem as follows: All the right they promise, all the wrong they bring—Stewards of the judgment, suffer not this King.

The following stanzas are part of Mr. Kipling's poem which will appear in full in McClure's Magazine: (Copyrighted, 1899, by Rudyard Kipling.) All we have of freedom—all we use or know—

This our fathers bought for us long and long ago, And when right unnoticed as the breath we draw—

Leave to die by no man's leave, underneath the law.

So they bought us freedom—not at little cost—Wherefore must we watch the King, lest our name be lost.

Over all things certain, this is sure indeed, Suffer not the old King, for we know the breed.

How so great their clamor, whatsoever their claim, Suffer in the old King under any name, Here is naught unproven—here is naught to learn.

It is written what shall fall if the King return, Cruel in the shadow, crafty in the sun, Far behind his borders shall his teaching run.

Sloven, sullen, savage, secret, uncontrolled—Laying on a new land evil of the old.

Here is naught unproven, here is nothing bid: Step for step and word for word—so the old Kings did.

Step by step and word by word, who is ruled may read, Suffer in the old Kings, for we know the breed.

All the right they promise, all the wrong they bring—Stewards of the judgment, suffer not this King.

Excursion tickets to Duncans Sunday, fifty cents return; good to stop off at intermediate stations.

Register as a Voter.—Do not delay any longer. On the fourth page of to-day's paper you will find a list of the places where you can have the necessary application made out for you. If it is not convenient for you to leave your place of business, send word to the Colonist and we will see that you are registered.

Hear the Fifth Regiment band and Victoria orchestra at Duncans Sunday. Return fare 50 cents.

Joshua Davies AUCTIONEER.

Will sell by public auction for account of whom it may concern:

ON TUESDAY, OCTOBER 10,

At 11 o'clock a. m.,

at the COLD STORAGE Warehouse, Store street,

ABOUT

15,000 Quart Beer Bottles.

Terms: Cash. JOSHUA DAVIES, Auctioneer.

VICTORIA THEATRE.

Last Season's Big Success. Better Than Ever.

ONE NIGHT, TUESDAY, OCT. 10.

Landslide of Laughter.

YON YONSON

A BRILLIANT COMPANY Headed by the PREMIER SWEDISH DIALECT ACTOR

MR. ARTHUR DONALDSON,

Illustrated With a Carload of Scenery.

The Lumber Camp in Mid-Winter.

The Funny Irish Widow.

The Thrilling Log-Jam.

The Lumbermen's Quartette.

PRICES:—25c, 50c, 75c and \$1.00.

Reserved Seats on Sale at Victoria Book & Stationery Store.

VICTORIA THEATRE.

Six Nights and Saturday Matinee.

COL. W. A. THOMPSON'S

Boston Lyric Opera Co.

40 PEOPLE 40

LADIES' AND CHILDREN'S

MATINEE TO-DAY

Princess of Trebizonde.

Matinee Prices: Children 25c, adults 50c.

Farewell Performance To-Night

"CARMEN."

REPERTOIRE:

Said Pasha, Martha, Cavalleria Rusticana and La Belle Helene, Bohemian Girl, Il Trovatore, Princess of Trebizonde, Carmen.

PRICES: 25c